



**Huntingdonshire Local  
Investment Framework**  
Final Report  
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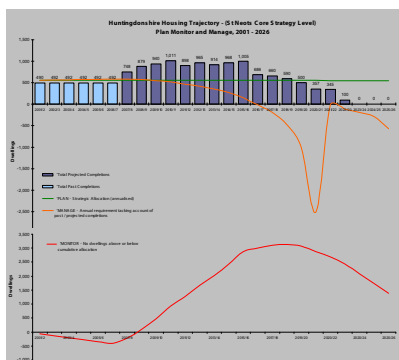
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# Executive Summary



## INTRODUCTION

The target of 11,200 homes set by the RSS for Huntingdonshire between 2001 and 2021 has already been substantially met with 8,500 homes already built or committed. Longer-term aspirations, however, indicate that an additional 2,750 homes will be needed between 2021 and 2026. Furthermore, at least 13,000 of the target of 75,000 new jobs for the Cambridgeshire sub-region are anticipated to be met in Huntingdonshire.

Delivering the level of infrastructure needed to ensure such development is sustainable, however, will not be achieved without a full appreciation of the issues relating to deliverability and finance; including the potential role of delivery mechanisms.

## LOCAL INVESTMENT FRAMEWORK

Huntingdonshire District Council commissioned a joint consultancy team, led by EDAW plc, to undertake an in-depth study into the various physical and social infrastructure needs arising from the Preferred Options Core Strategy.

The purpose of the Local Investment Framework (LIF) is to assist Huntingdonshire District Council in taking forward the Huntingdonshire Local Development Framework. A significant role of the LIF has been to determine the scope and scale of public sector and landowner / developer contributions required to deliver the supporting physical and social infrastructure, together with a broad agreement on a 'route map' for the way forward.

## GROWTH PROJECTIONS

A review of the most current commitments and proposals for housing development indicates that the District has the potential to deliver above the RSS target level for house building between 2007 and 2021. These trajectories indicate that the RSS 2021 target of 11,200 units will be reached by 2016. From this point onwards towards 2021 the requirements are, therefore, negative. At 2021, however, this shifts as the additional 2026 target of 13,950 is then taken into account. In total the housing trajectories indicate that the District has the potential to deliver up to 14,461 or 15,281 homes.

In anticipation of an upcoming announcement of the potential for additional growth at St. Neots, the Investment Framework is currently being modelled on the basis of two potential housing scenarios.

A review of current commitments and proposals for employment-led development across the district has enabled the development of an employment trajectory. Taken on a cumulative basis for the District, this equates to the following trajectories of employment land development by development phase:

Hectares of employment land cumulative provision	by 2012	by 2016	by 2021	by 2026
Commitments	36.8	36.8	36.8	36.8
High Quality Employment	0.0	12.9	18.0	18.0
Mixed employment	7.0	33.0	45.0	48.0
Part mixed employment part high quality	0.0	0.0	15.0	15.0
All Types	43.8	82.7	114.8	117.8

These figures suggest substantial increases in employment land indicating an increase in the employment offer in the District. In line with this, we would expect to see an increase in in-migration by working-age people. The table below sets out the forecast jobs to match this increase in employment land.

District Wide Employment Forecasts	2,012	2,016	2,021	2,026
Commitments	3,677	3,677	3,677	3,677
High Quality Employment	0	1,806	2,520	2,520
Mixed employment	402	1,893	2,582	2,754
Part mixed employment part high quality	0	0	1,329	1,329
All Types	4,079	7,376	10,108	10,280

As a result of natural change, migration, changing household sizes and the provision of new housing, the total population of Huntingdonshire is projected to increase by between 11,600 and 13,900 people (depending on the two housing scenarios). As can be seen in the first table below, under Scenario 1, the district as a whole would appear to lose population between 2021 and 2026 as a result of high levels of out-migration, itself resulting from a relatively small number of planned new homes, combined with a natural increase in population and reduction in average household size. This negative shift does not occur in Scenario 2 as a result of the additional new homes planned between 2021 and 2026.

It should be noted however that while the District's total population increase will be up to 13,900 people, the direct impact of building between 12 and 13 thousand new homes between now and 2026 will result in as many as 30,000 people living in areas which have (predominantly) to date not accommodated residents. This will generate considerable challenges to existing infrastructure providers as well as securing the correct infrastructure for these new homes.

Scenario 1 – St Neots Lower	2006	2011	2016	2021	2026
Total Population	160,700	167,400	172,400	174,000	172,300
5 year change		6,700	5,000	1,600	- 1,700
cumulative change from 2006		6,700	11,700	13,300	11,600

Scenario 2 – St Neots Higher	2006	2011	2016	2021	2026
Total Population					174,600
5 year change	As above	As above	As above	As above	600
cumulative change from 2006					13,900

## **TRANSPORT AND UTILITY INFRASTRUCTURE**

The growth projections have been discussed with Anglian Water (AW); EDF; the Environment Agency (EA) and the Independent Drainage Board (IDB) to identify constraints and triggers to the growth locations at Huntingdon, Yaxley Ramsey, St. Ives and St. Neots. There are a considerable number of transport infrastructure improvements identified in the three principal settlements. Not all of these represent a constraint to further development but many seek to rectify deficiencies in the current transport network and would contribute to more sustainable travel patterns.

Location	Utilities	Transport
St Neots	<p><b>Water supply &amp; waste water</b></p> <ul style="list-style-type: none"> <li>• Current discharge consent negotiations to enable 2000 new homes</li> <li>• Further discharge consent negotiations to enable full expansion</li> <li>• Upgrade to waste water treatment facilities</li> <li>• New strategic sewer to serve development to east of the railway</li> </ul> <p><b>Flood risk</b></p> <ul style="list-style-type: none"> <li>• SFRA to confirm extent of flood plain and impact on proposed expansion</li> </ul> <p><b>Energy</b></p> <ul style="list-style-type: none"> <li>• New primary substation (10-12MW)</li> </ul>	<p><b>Strategic Highway Improvements</b></p> <ul style="list-style-type: none"> <li>• A428/Cambridge Road Junction Improvements</li> <li>• A428/Barford Road Junction Improvements</li> <li>• A1 Buckden Roundabout Improvement.</li> </ul> <p><b>Local Highway Improvements</b></p> <ul style="list-style-type: none"> <li>• Expansion of town centre traffic control systems to control flow of traffic through town centre.</li> </ul> <p><b>Local Public Transport Service Improvements</b></p> <ul style="list-style-type: none"> <li>• Cambridge-St Neots Transport corridor.</li> <li>• New Bus Service serving Love’s Farm and South of Cambridge Road.</li> <li>• St Neots Station Improvements.</li> </ul> <p><b>Local Cycling and Walking Modes</b></p> <ul style="list-style-type: none"> <li>• Completion of a comprehensive network of 10 cycle routes</li> <li>• cycle/pedestrian bridge across Great Ouse</li> <li>• Improved signage</li> <li>• Preparation of a cycle route map</li> </ul>
Huntingdon	<p><b>Water supply &amp; waste water</b></p> <ul style="list-style-type: none"> <li>• Limited spare capacity in existing sewers</li> <li>• Development to the west of the railway may need to be served from Alconbury</li> <li>• Discharge consent negotiations beyond 5-6,000 properties at Alconbury</li> <li>• Discharge consent negotiations beyond 2,000 properties at Brampton</li> <li>• Further discharge consent negotiations due to Water Framework Directive</li> <li>• Provision made for upgrade to one Waste Water Treatments Works (WWTW)</li> <li>• Provision made for new strategic sewer</li> </ul> <p><b>Flood risk</b></p> <ul style="list-style-type: none"> <li>• SFRA to confirm extent of flood plain and impact on positioning and/or quantity of additional units at Brampton</li> <li>• A flood defence improvement feasibility study is being considered at Godmanchester</li> </ul> <p><b>Energy</b></p> <ul style="list-style-type: none"> <li>• Reinforcement of National Grid at Eaton Socon to increase electrical supply to Huntingdon and St Ives, due to be completed in 2013</li> <li>• Godmanchester – likely to require c£3 - 4M of electrical upgrade works</li> <li>• Brampton – use of gas may be constrained if full expansion takes place, as it has been presumed significant upgrading of Gas mains will not be funded</li> </ul>	<p><b>Strategic Highway Improvements</b></p> <ul style="list-style-type: none"> <li>• The A14 Ellington to Fen Ditton scheme to bypass the current section of A14 that passes through Huntingdon and Godmanchester.</li> </ul> <p><b>Strategic Public Transport Improvements</b></p> <ul style="list-style-type: none"> <li>• Bus Priority Measures</li> </ul> <p><b>Local Highway Improvements</b></p> <ul style="list-style-type: none"> <li>• West of Town Centre Link Road</li> <li>• A141/Sawtry Way Junction Improvement.</li> <li>• A141/A1123/Main Street Junction Improvement.</li> </ul> <p><b>Local Public Transport Service Improvements</b></p> <ul style="list-style-type: none"> <li>• Completion of Huntingdon and Godmanchester Transport Strategy Schemes</li> </ul> <p><b>Cycling and Walking improvements</b></p> <ul style="list-style-type: none"> <li>• Completion of a comprehensive cycling and walking network for the town comprising of seven routes</li> <li>• Footway and Cycleway connections to G8 site Godmanchester.</li> <li>• Improved streetscape including enhanced street lighting, CCTV and signing</li> <li>• Additional cycle parking provision in town centre, at bus station and other key destinations</li> </ul>
St Ives	<p><b>Water supply &amp; waste water</b></p> <ul style="list-style-type: none"> <li>• Long term need for sewer overflow reduction</li> </ul> <p><b>Flood risk</b></p> <ul style="list-style-type: none"> <li>• SFRA to confirm extent of flood plain and impact on proposed expansion, particularly to the east</li> </ul> <p><b>Energy</b></p> <ul style="list-style-type: none"> <li>• Local electrical upgrades may cost c£3M.</li> </ul>	<p><b>Strategic Highway Improvements</b></p> <ul style="list-style-type: none"> <li>• Improved access from the A14 Ellington to Fen Ditton scheme to bypass.</li> </ul> <p><b>Strategic Public Transport Improvements</b></p> <ul style="list-style-type: none"> <li>• Cambridgeshire Guided Busway (CGB)</li> </ul> <p><b>Local Public Transport</b></p> <ul style="list-style-type: none"> <li>• Improvements to bus stops</li> <li>• Bus priority on A1123</li> </ul> <p><b>Local Walking and Cycling Facilities</b></p> <ul style="list-style-type: none"> <li>• Completion of a comprehensive walking and cycling network</li> <li>• New toucan crossing on A1123</li> </ul>
Yaxley & Sawtry	<p><b>Water supply &amp; waste water</b></p> <ul style="list-style-type: none"> <li>• Sawtry - Emphasis on discharge consent due to proximity to the Great Fens Project, low waste development preferable</li> <li>• No provision made for upgrading WWTP</li> </ul> <p><b>Energy</b></p> <ul style="list-style-type: none"> <li>• Yaxley – Funding for electrical upgrade considered unlikely, low energy development preferable</li> </ul>	
Ramsey	<p><b>Water supply &amp; waste water</b></p> <ul style="list-style-type: none"> <li>• Funding for upgrade considered unlikely, so expansion to be less than the equivalent of 800 homes</li> </ul> <p><b>Energy</b></p> <ul style="list-style-type: none"> <li>• Funding for electrical upgrade considered unlikely, low energy development preferable</li> </ul>	



### SOCIAL INFRASTRUCTURE

The quantum of housing development projected for the District to 2026 gives rise to significant demand for social infrastructure services and facilities. The LIF has analysed the potential facility interventions that will be necessary up to 2026 in terms of new stand alone facilities, extensions to existing facilities and potential co-location of provision. The table below summarises the total infrastructure requirement needed by 2026 (in line with the high growth scenario at St Neots)

Total (based on High Growth at St Neots.) – Potential Social Infrastructure Delivery Options	
Education	21 x new 52-place Nursery 3 x new Children’s Centre 5 x new 2FE Primary School 3 x new 1FE Primary School up to 2 x new 6FE Secondary School 1 x new 4FE Secondary School Extend 5 current Primary Schools Extend 3 current Secondary Schools
Healthcare	1 x new 5GP Primary and Social Care Facility 3 x new 4GP Primary and Social Care Facility 1 x new Primary and Social Care Facility (2 new GPs and another existing surgery amalgamated)
Community Facilities	6 x new Small multi-purpose community facilities (300sq.m) 1 x new Small Community Library (350sq.m)
Leisure and Recreation	Extend 1 current Leisure Centre and 1 current outdoor leisure facility, if appropriate 1 x new multi-purpose leisure facility with Sports Hall and Pool 1 x new Artificial Turf Pitch
Open Space	49.6ha Outdoor sports, pitches, courts and greens 9.9ha Allotments and community gardens 55.4ha Informal open space 7.8ha Children and young people’s play space
Essential and Emergency Services	11 x new Safer Neighbourhood Team accommodation

### DELIVERY

The Strategic and Local Infrastructure requirements have been ranked in terms of their importance to delivering growth. The three categories identified are critical, essential and necessary. **Critical infrastructure** is infrastructure that this study has identified must happen to enable growth. **Essential infrastructure** is infrastructure that is required if growth is to be achieved in a timely and sustainable manner. **Desirable infrastructure** is infrastructure that is required for sustainable growth but is unlikely to prevent development in the short to medium term.

The critical infrastructure identified at this stage as potential showstoppers are for example:

- Upgrades to National Electricity Grid at Eaton Socon must be completed to provide increase in capacity (2013)
- Proposed diversion of the A14 from Ellington to Fen Ditton must be confirmed or have reasonable certainty so that the anticipated increases in traffic from growth in Godmanchester and Fenstanton can be accommodated.

The Local Investment Framework has examined the infrastructure requirements of Huntingdonshire across a range of infrastructure types. These are as follows:

- Transport;
- Utilities;
- Green Infrastructure;
- Economic Regeneration;
- FE/FE Education;
- Strategic Health, and
- Local Social Infrastructure.

We have then collated and presented these infrastructure projects into a number of levels. These are as follows:

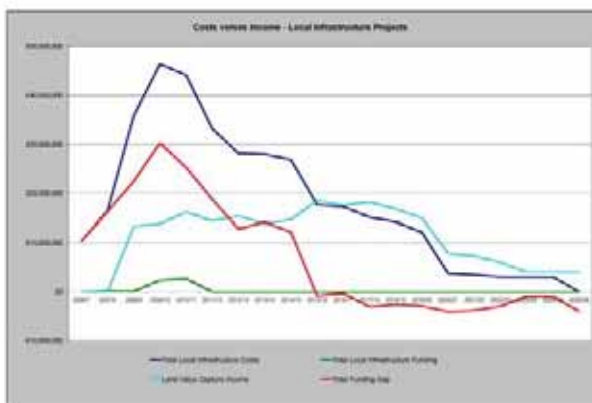
1. Strategic Infrastructure: These are large scale projects which are significant at the district wide and even sub regional level. These projects are not expected to be funded by Huntingdonshire District Council alone and likely to be funded by a pooling of contributions from adjoining authorities, the sub region and the public sector. The projects will in some cases be wholly sited within Huntingdonshire but to the benefit of more than just the district, and in other cases crossing more than one local authority with only a proportion sited within the district.
2. Local Infrastructure – Multiple Areas: These are projects which will benefit Huntingdonshire District as a whole, although some specific areas within the district will benefit more than others. It would be expected that contributions to help fund these projects would be pooled from a number of local areas within the District.
3. Local Infrastructure – Specific Areas: These are projects will be directly benefit local areas within the District and it would be expected that contributions to help fund these projects would come from the local area in which the project is sited. The local areas used in this report are as follows:
  - Huntingdon
  - St Ives
  - Yaxley
  - Ramsey
  - St Neots

The costs of the Strategic Infrastructure projects between 2006 and 2026 is estimated at £1,553,032,500 and the Local Infrastructure projects between £352,237,000 and £362,107,000 (as a result of a higher scenario of housing growth in St Neots). This combines to a total infrastructure cost of between £1,905,269,500 and £1,915,139,500.

<b>Summary of Total Costs 2006-2026</b>	
<b>Strategic Infrastructure</b>	
District and Sub Regional Projects	<b>£1,553,032,500</b>
<b>Local Infrastructure</b>	
Multiple Local Area Projects	£68,780,000
Huntingdon Projects	£100,511,000
St Ives Projects	£26,555,000
Yaxley Projects	£9,745,000
Ramsey Projects	£11,430,000
St Neots Projects (Low)	£135,216,000
St Neots Projects (High)	£145,086,000
<b>Total Local Infrastructure Costs (St Neots Low)</b>	<b>£352,237,000</b>
<b>Total Local Infrastructure Costs (St Neots High)</b>	<b>£362,107,000</b>
<b>Total Infrastructure Costs (St Neots Low)</b>	
	<b>£1,905,269,500</b>
<b>Total Infrastructure Costs (St Neots High)</b>	
	<b>£1,915,139,500</b>

Identified existing and potential future public sector funding for the strategic Infrastructure projects is estimated to be £1,511,800,000 and potential funding for the local infrastructure is estimated to be £5,240,000 (although this is unlikely to fully represent the available funding and further research by HDC will refine this figures). In addition to public sector funding, we have calculated potential contributions from development contributions, assuming an income from 2008 to 2026, ranging from £204,529,868 for the District as a whole (in line with a low housing trajectory for St Neots) and £220,929,868 for the District as a whole (in line with a high housing trajectory scenario for St Neots).

This analysis indicates a potential remaining funding gap in the order of **£41,232,500** for the Strategic Infrastructure projects and between **£142,467,132** and **£135,937,132** for the local infrastructure projects. The larger gap for the local infrastructure projects is in fact for the lower housing growth scenario at St Neots as the increase in housing brings a larger income from developer contributions compared to the increase cost of local social infrastructure. The funding gap is dominant in the early years of the 20 year timeline and in fact becomes negative after 2017.



## NEXT STEPS

The current governance and support arrangements in HDC are focussed on the Growth and Infrastructure Group of the Huntingdonshire Strategic Partnership. The Growth and Infrastructure Group is the Project Board for the Huntingdonshire Local Investment Framework (LIF) and, as such, are charged with co-ordinating the delivery of the infrastructure necessary to support the growth framework.

The scale of growth planned for Huntingdonshire will generate a series of complex organisational challenges that HDC and the infrastructure providers will need to address. Experience from other growth areas suggests that well developed and defined mechanisms for decision making and delivery are critical in demonstrating the growth targets can be met and therefore justify public and private sector funding.

In response to these key messages and parallel work underway at the sub-regional level there are a series of tasks and activities that need to be appropriately delegated, resourced and undertaken by HDC and the Growth and Infrastructure Group. Chief Officers and Members should, as matters of urgency consider the best arrangements for undertaking these and ensuring they are appropriately resourced. An initial assessment identified the following tasks and activities that require imminent and ongoing resource allocation:

At the HDC level:

- Management and updating of the Infrastructure Delivery Model;
- Coordination of infrastructure and service delivery asset management plans and delivery strategies;
- The development of binding agreements with organisations such as the Environment Agency, NHS Cambridgeshire and the Utility companies to ensure the required infrastructure is provided in a timely and appropriate manner;
- Management of existing growth related studies and commissioning of any future studies;
- Further development and implementation of the tariff proposals, potentially including the preparation of a Community Infrastructure Levy (CIL) charging strategy and subsequent consultation and examination;
- Performing the role of honest broker in furthering the growth agenda;
- Preparation of bids for funding, including Housing Growth Funding and the distribution, monitoring and management of that funding; and
- Prioritisation of Housing Growth Funding

At the Cambridgeshire sub-regional level:

- Maintaining relationships with sub regional agencies to ensure the compliance with the sub-regional agenda;
- The planning, monitoring and management of housing growth targets and completions sub-regionally;
- Liaison with Cambridgeshire Horizons to update the Long Term Delivery Plan using the results from the LIF;
- Liaison with Cambridgeshire Horizons on the sub-regional variable rate tariff proposals using the appraisal information contained within the LIF;

- Preparation of sub-regional bids for funding and the distribution, monitoring and management of that funding; and
- Liaison with Cambridgeshire Horizons on the development of the 'banker role' including the potential Rolling Fund and the governance and control arrangements for managing the Fund.

At the East of England regional level:

- The Regional Partnership Group (RPG) to consider how regional and local government can work together more effectively for the benefit of the East of England;
- To identify the support required from central government to ensure the region achieves its full potential in economic, social and environmental terms;
- The RPG to advise central government on regional funding pots for economic development, housing and transport.

**Project Recommendation 1** – it is recommended that in addition to this Investment Framework, HDC commission a comprehensive social infrastructure study to look at not only the direct infrastructure requirements associated with the planned housing growth, but also to look specifically (i.e in more detail than the District as a whole) at the reduction and ageing of the existing populations of Huntingdonshire and what impact this will have upon the existing social infrastructure facilities and how fit for purpose these are.

This comprehensive study will need to utilise the ward level CCCRG population projections for Huntingdonshire (which are currently being produced and should be available towards the end of 2008) which will show the increases and decreases in population over time at a local level rather than simply the district as a whole. These could be aggregated together to match the analysis areas used in this Local Investment Framework.

**Project Recommendation 2** – It is also recommended that the population impacts and infrastructure requirements of the new housing developments presented in this report are reviewed at regular intervals taking consideration of emerging housing completion data and subsequent revisions of the District housing trajectories.



## 2. Introduction



The East of England's Regional Spatial Strategy (The East of England Plan) highlights the importance of Huntingdonshire in meeting the Government's ambitious housing development targets. Despite being predominantly rural in character, Huntingdonshire plays host to four settlements given market town status by the Cambridgeshire and Peterborough Structure Plan (2003) - St. Neots, Huntingdon, St. Ives and Ramsey – due to the range of facilities and employment opportunities they offer.

Furthermore, the Cambridgeshire Structure Plan identified Huntingdon and St. Neots as locations for future growth, and the Programme of Development for Housing Growth Funding (Growing Cambridgeshire, September 2007) identified the market towns as having the environmental capacity to deliver additional housing and related developments. A high proportion of these homes will need to be affordable if the District's current deficit in affordable housing provision is to be addressed.

### LEVEL OF GROWTH

As reflected throughout the Core Strategy, Huntingdonshire has an important role to play in meeting the Government's ambitious housing development targets.



The target of 11,200 homes set in the RSS for Huntingdonshire between 2001 and 2021 has already been substantially met with 8,500 homes already built or committed. Longer-term aspirations, however, anticipate at least an additional 550 homes to be built each year after 2021, which the Core Strategy report rolls forward to 2026 to remain in line with Planning Policy Statement 3 (PPS 3) requirements. At this rate, an additional 2,750 homes will be needed between 2021 and 2026. This figure is likely to rise significantly in the years beyond 2026 in light of the review of the RSS, as is implied in the Examination in Public (EIP) Panel Report (June 2006, paragraph 5.69).



In line with housing growth, it is anticipated that at least 13,000 of the target of 75,000 new jobs for the Cambridgeshire sub-region can be met in Huntingdonshire, helping to ensure the development of sustainable communities which provide local employment opportunities for the District's new and existing residents.

The emerging Core Strategy for Huntingdonshire details the preferred direction of growth for the district between 2008 and 2026. Beyond the timescale of the Core Strategy, however, further growth is anticipated to be met through a range of options including infilling, reclaiming redundant industrial or brownfield land and urban extensions.

Importantly, however, these ambitious targets for growth across the District must not be met at the expense of the environment. One of Huntingdonshire's strongest assets is its environmental quality, attracting four million visitors a year. The District, County and Region are all leaders in tackling environmental

issues, with the Climate Change agenda and Eco-Towns & Eco-Homes high priorities at every level. Plans for Cambridge's Green Necklace clearly make the safeguarding and provision of green infrastructure of equal importance to housing and employment growth.

### **IMPORTANCE OF INFRASTRUCTURE**

Development which is sustainable can only truly be delivered through the timely provision of requisite infrastructure. Transport infrastructure and services play a key role in creating sustainable travel patterns to, from and within development areas. Equally water, energy and green infrastructure are all important requirements in achieving development which is sustainable. Social infrastructure must be provided that can meet the emerging demand from new communities and anticipated changes in the existing population.

Planning Policy Statement 12 (PPS12) includes a requirement that the Core Strategy should include a Delivery strategy for achieving the plan's strategic objectives. This means going further than simply setting out the future spatial direction of an area, the Strategy must also consider how much development is intended to happen where, when, and by what means it will be delivered (whether by the council as planning authority, other parts of the council or other bodies). Particular attention should be given to the coordination of these different actions so that they pull together towards achieving the objectives and delivering the vision. The strategy needs to set out as far as practicable when, where and by whom these actions will take place. It needs to demonstrate that the agencies/ partners necessary for its delivery have been involved in its preparation, and the resources required have been given due consideration and have a realistic prospect of being provided in the life of the strategy. If this is not the case, then the strategy could be judged to be undeliverable.

Implementation, or at least the realistic prospect of implementation, is therefore central to the formulation of Core Strategies and strategic objectives. Strong partnership working with public and private infrastructure service providers, the development industry, and regional and local delivery agencies can be used to demonstrate that the Core Strategy has considered the implications of growth and how service delivery, funding streams and partnership arrangements have been aligned in order to facilitate implementation.

At the strategic level, improvements to existing transport and utility infrastructure will need to be coupled with additional provision to service the new households and businesses being built and the people living and working within them.

At a local level, community services (i.e. health, education, community & leisure, open space and emergency and essential services) need to be provided in a timely fashion to ensure they are in place to meet the emerging demand from new communities.

This will include both improvements/expansions to existing facilities and services and new provision and include consideration of the changing characteristics of the existing population.





To bring forward sustainable growth in Huntingdonshire, therefore, a fully comprehensive picture of the development programme must be built up, looking at the level of housing and employment growth anticipated and the corresponding infrastructure requirements, but beginning with an appreciation of the existing situation.

### **FUNDING IMPLICATIONS**

Delivering this level of infrastructure needed will not be achieved, without a full appreciation of the issues relating to deliverability and finance. The infrastructure required will need to be funded by a range of sources including public and private sectors and development partners.

A crucial element will be exploring the potential role of a variety of delivery mechanisms at the regional, sub-regional, district and site-specific levels. Partnership with EEDA, Cambridgeshire Horizons, the LSP and service providers will be vital to delivery, as will existing delivery mechanisms such as Public Private Partnerships, Joint Venture arrangements and others - such as the Local Improvement Finance Trust (LIFT) Company concept in building primary care facility provision and the Building Schools for the Future programmes.

Recommendations will range from:

- using existing delivery mechanisms where appropriate and where possible, extending the scope of those existing mechanisms to deliver additional types of facilities;
- adopting new mechanisms to achieve better coordination of the delivery of facilities within the Huntingdonshire area, utilising both existing and new delivery arrangements combined with clear accountable leadership for securing co-operation which is translated into a commitment by stakeholders to deliver facilities to meet their agreed needs over defined periods; and
- solutions which vary from being site specific to having district or sub-region-wide applicability.

### **THE LOCAL INVESTMENT FRAMEWORK**

In March 2008, HDC commissioned a joint consultancy team, led by EDAW plc, to undertake an in-depth study into the various physical and social infrastructure needs arising from the emerging Core Strategy.

The Local Investment Framework (LIF) has been developed through strong partnership working with a range of key stakeholders to establish a comprehensive picture of the quantity and type of infrastructure needed to meet the ambitious housing and employment growth targets.

The purpose of the Local Investment Framework is to assist Huntingdonshire District Council in taking forward the Huntingdonshire Local Development Framework. With the Government's current response to the issues of the Local Development Document process, and the need for greater infrastructure contributions from landowners and developers (Community Infrastructure Levy), this is a time of great opportunity and challenge for Huntingdonshire in realising its vision for the future.

A significant role of the LIF will be to determine the scope and scale of public sector and landowner / developer contributions required to deliver the supporting physical and social infrastructure, together with a broad agreement on a 'route map' for the way forward.

The Local Investment Framework has examined the infrastructure requirements of Huntingdonshire across a range of infrastructure types. These are as follows:

- Transport;
- Utilities;
- Green Infrastructure;
- Economic Regeneration;
- FE/FE Education;
- Strategic Health, and
- Local Social Infrastructure.

We have then collated and presented these infrastructure projects into a number of levels. These are as follows:

1. Strategic Infrastructure: These are large scale projects which are significant at the district wide and even sub regional level. These projects are not expected to be funded by Huntingdonshire District Council alone and likely to be funded by a pooling of contributions from adjoining authorities, the sub region and the public sector. The projects will in some cases be wholly sited within Huntingdonshire but to the benefit of more than just the district, and in other cases crossing more than one local authority with only a proportion sited within the district.
2. Local Infrastructure – Multiple Areas: These are projects which will benefit Huntingdonshire District as a whole, although some specific areas within the district will benefit more than others. It would be expected that contributions to help fund these projects would be pooled from a number of local areas within the District.
3. Local Infrastructure – Specific Areas: These are projects will be directly benefit local areas within the District and it would be expected that contributions to help fund these projects would come from the local area in which the project is sited. The local areas used in this report are as follows:
  - Huntingdon
  - St Ives
  - Yaxley
  - Ramsey
  - St Neots

## OUTPUTS

The LIF involves a number of key elements of analysis as described in more detail below.

1. **Transport Infrastructure plans & funding summary** - to determine the appropriate timing of infrastructure improvements in the context of associated levels of development to ensure sustainable travel patterns are created. A plan and programme will be developed which will ensure development proceeds in a viable manner to enable the delivery of the requisite transport infrastructure at the appropriate stage in the plan period.
2. **Utility Infrastructure plans & funding summary** - to identify any existing constraints and the associated level of infrastructure required to support the housing and employment growth projections.
3. **Green Infrastructure plans & funding summary** – Green Infrastructure plans that are envisaged to match the growth of the district and wider area.
4. **Economic Regeneration plans & funding summary** - economic infrastructure and/or support initiatives that could be required in Huntingdonshire and the thresholds at which they are likely to be triggered.
5. **Local Social Infrastructure Requirements** - including education, health, leisure, open space, emergency services, and community needs
6. **Funding and Delivery Analysis** - of existing and emerging delivery mechanisms and funding sources relevant to Huntingdonshire, to identify any barriers and hurdles to their successful operation.
7. **Options for funding Infrastructure requirements** - looking at the scope and scale of public sector funding available and landowner / developer contributions.
8. **S106 and Tariff Options** - to determine the amount of tariff which could be supportable in Huntingdonshire, bearing in mind other costs associated with development. This will be supported by analysis of market conditions generally and how these will influence achieving the priorities/strategies within the proposed documents.
9. **Accountable body & local administration** – to consider the options for pump-priming infrastructure investment and ensuring that individual funding plans are co-ordinated into the future.



## 3. Existing Policy



### INTRODUCTION

The first stage in establishing the LIF is developing an appreciation of the policy context in which the Framework must sit. There are a number of policies and delivery mechanisms already in place to help address the issues associated with challenging growth targets. These policies and mechanisms exist at the local, regional and national levels as summarised below.



### CORE STRATEGY

HDC completed consultation on the Submission Core Strategy in August 2008. Whilst the details of locations, quantum and type of growth is dealt with in more detail in the relevant sections of this report, a key consideration for the Framework as a whole is the establishment of HDC's Statement of Intent:

#### *Statement of Intent*

HDC will work with Cambridgeshire Horizons, the HSP Growth and Infrastructure Group, Private Sector delivery partners and other service providers (as appropriate) to prepare the LIF and identify key roles and responsibilities to deliver the LIF.

The HSP Growth and Infrastructure Group will become the Project Board responsible for coordinating delivery of the LIF projects, priorities and interventions.

HDC and the HSP Growth and Infrastructure Group will be responsible for identifying the infrastructure and project priorities, and therefore investment decisions, which are needed to support the Huntingdonshire housing and employment trajectories. HDC and the HSP Growth and Infrastructure Group will liaise, as appropriate, with the LAA Board and Cambridgeshire Horizons as these priorities and investment decisions are identified to ensure consistency with projects and investment at the sub-regional level.

HDC will investigate the extent to which the Huntingdonshire tariff/CIL arrangement can be coordinated with tariff proposals currently being developed by Cambridgeshire Horizons.



This Statement of Intent is supported by Policy 10 of the Core Strategy which commits to ensuring that development proposals will be expected to provide or contribute towards the cost of providing appropriate infrastructure, and of meeting social and environmental requirements, where these are necessary to make the development acceptable in planning terms.

The Policy also allows for contributions to meet the management and maintenance of services and facilities provided through an obligation; although the appropriate range and level of contributions will be assessed in a comprehensive manner, taking into account strategic infrastructure requirements and using standard charges where appropriate.

## **S106 SUPPLEMENTARY PLANNING DOCUMENT**

In addition to, and in support of, the emerging Core Strategy, HDC is developing a Supplementary Planning Document (SPD) for Section 106 agreements for the whole of Huntingdonshire District. The SPD sets out guidance on how services, facilities and infrastructure associated with and arising out of new development will be delivered through the use of planning conditions and/or developer contributions.

A separate SPD - “Developer Contributions towards affordable Housing – November 2007” has been adopted on the provision of Affordable Housing. Cambridgeshire County Council is a major service provider and it is recognised that these services will benefit from secured obligations. The SPD, therefore, has regard to the saved Cambridgeshire and Peterborough Structure Plan 2003 policy P6/1 – Development related provision and the County’s infrastructure requirements.

All contributions/requirements will be assessed on a site-by-site and development-by-development basis and will be directly related to the impact the proposed development has on local services, infrastructure and resources. However on issues, such as Education, Transportation, Library Services, provided for by the County Council, Policing, Fire and Rescue, Drainage, Health Services and by other agencies etc. the Council will seek advice from those agencies on the level of contribution/requirements. Where it is possible, it is proposed to set standard formula for contributions which will be applied where there is a known requirement and the development either adds to an existing issue or creates an issue, within the vicinity of the site. These will be reviewed and updated by the Council on an annual basis, and informed, as appropriate, by reference to those other bodies as may be responsible for providing or specifying the standard of the infrastructure or service in question if not the Council.

In drawing up the guidance, account will be taken of the possibility of the Community Infrastructure Levy (CIL) replacing some possible obligations and the SPD will be reviewed accordingly. In due course the SPD will also be reviewed to take account of any future changes in Government policy guidance, moving towards a tariff based SPD as an interim measure. It will also be tied in with strategic elements from Cambridgeshire Horizons at the sub-regional level before transition to the CIL.

## **COMMUNITY INFRASTRUCTURE LEVY (CIL)**

To support an increase in economic growth, in particular housing, increased investment in infrastructure is required to mitigate the impact of development and make growing communities sustainable. The Government believes that the infrastructure needed to support the development of an area should be at least partly funded by owners of land; the value of which increases when planning permission is granted for development.

In response to this belief the Government has introduced provisions in the Planning Bill for the new Community Infrastructure Levy (CIL) that will establish a better way to increase investment in the vital infrastructure that growing communities need. The Bill allows for regulations to empower local councils to apply a CIL on new developments in their areas to support

infrastructure delivery. The proposals require Local Authorities to adopt a “top down” approach and cost up their infrastructure need in order to support their adoption of a tariff. The Authority can then go on to adopt a tariff or CIL level that is deemed to be viable in the locality and will help towards payment of the required infrastructure cost. The Authority will have to be open and transparent in their analysis of the infrastructure that is needed and have a clear delivery plan to ensure confidence from developers. It is likely that the Authority will need to operate a form of viability test that would enable developers to renegotiate the level of tariff charged in particular circumstances, for example sites with significant contamination costs or where the developer is taking responsibility for the provision of infrastructure as part of their development.

This study has been prepared in anticipation of CIL. Subject to Parliament’s decisions on the primary legislation, Communities and Local Government are expected to formally consult on the draft Regulations in Spring 2009, with a view to issue finalised regulations in late 2009 or early 2010. Regulations will need to be explicitly approved by the House of Commons before becoming law.

CIL forms part of a wider package of funding for infrastructure to support housing and economic growth. CIL cannot be expected to pay for the entire cost of infrastructure required, but it is expected to make a significant contribution. The Government will also be talking to local planning authorities and others about what help they need to implement the new regime effectively and fairly, and will consult stakeholders as the Regulations are developed.

### **CAMBRIDGESHIRE & PETERBOROUGH STRUCTURE PLAN 2003 - PLANNING FOR SUCCESS**

This report also takes account of the saved policies of the Structure Plan adopted by Cambridgeshire County Council and Peterborough City Council in October 2003, which include:

- **Policy P6/1 – Development related Provision** which states that development will only be permitted where the additional infrastructure and community requirements generated by the proposals can be secured, which may be by condition or legal agreement or undertaking.
- **Policy P9/8 – Infrastructure Provision** which commits to adopting a comprehensive to secure infrastructure needed to support the development strategy for the Cambridge Sub-Region. The programme will encompass:
  - transport;
  - affordable and key worker housing;
  - education;
  - health care;
  - other community facilities;
  - environmental improvements and provision of open space;
  - waste management;
  - water, flood control and drainage;
  - other utilities and telecommunications.
- **Policy P9/9 - Cambridge Sub-Region Transport Strategy** which includes high quality public transport services; widespread facilities to

encourage walking and cycling; localised highway improvements; and infrastructure improvements to achieve safer travel and improved mobility for the disabled.



# 4. Existing Delivery Mechanisms



## INTRODUCTION

The challenge to deliver these ambitious growth targets in a sustainable manner is not one which HDC can tackle alone. HDC's delivery roles and responsibilities sit within a wider partnership structure operating from the local to the regional and even national level.

## EAST OF ENGLAND REGION

The region is part of the Greater South East economic powerhouse - a 'super region'. The Greater South East comprises the East of England, London and the South East and is one of the world's most successful and dynamic centres of the knowledge economy. It has knowledge capabilities that are vital to the continued success of the UK economy, including:

- Five of the world's top ranked universities;
- The third highest level of business expenditure on research and development in Europe;
- A global financial hub;
- A vibrant technology sector; and
- Creative and cultural centres of excellence.



The region's growing economy creates increasing pressures on housing, transport and other infrastructure and services. The region is planning and preparing for this growth. Sustaining this economic growth relies heavily on improving infrastructure, whether physical, social or environmental. Transport plays an important role in the economy of a place and there are many projects underway that will prevent excessive congestion and improve the connectivity in and around the region.



The East of England Development Agency (EEDA) is driving sustainable economic growth and regeneration in the East of England. EEDA's role is to:

- Lead and mobilise partners and deploy resources to deliver economic growth in line with the demands and direction of local businesses and organisations;
- Deliver measurable, practical programmes that make a positive difference to people's lives and businesses;
- Invest in large, long term projects that have a real impact on communities and people's lives; and
- Persuade and influence others to bring resources together to find innovative ways to solve challenging economic issues.



EEDA facilitates the production of the East of England's regional economic strategy (RES). The themes and priorities set out in the RES inform EEDA's corporate plan, which details what the organisation will deliver to support the

RES. In order to do this EEDA has identified seven programmes of activity. Two themes are directly relevant to the Local Infrastructure Framework:

- Regional Infrastructure - to prioritise and enable increased investment in regional infrastructure.
- Partnerships, Advocacy and Communication - to undertake a successful programme of partnership development and delegation to implement the Sub-national Review, support local authority capacity building and act as effective advocates for the region and Greater South East at national and international levels.

### Regional Infrastructure

EEDA's Regional Infrastructure programme aims to capitalise on the region's assets to make the East of England an exciting, attractive and sustainable place where people and businesses flourish. The Regional Infrastructure programme identifies the projects that will have the greatest positive economic impact. EEDA has a strategic and coordination role, identifying priorities and making recommendations for the RIF programme, while local programmes are delivered by local partners with strong strategic support from EEDA.

EEDA may invest directly into projects that will have significant impact in the economic development of a place. Investment decisions are based on a number of underlying principles:

- Ensuring that major settlements in the region have masterplans to guide high quality developments;
- Investing EEDA funds in major redevelopment projects at strategic sites across towns, cities and growth areas which would not have happened otherwise;
- Working with partners to deliver innovative pilot projects that will encourage developers and local authorities to think imaginatively and set high standards, for example in low carbon or high-density mixed-use developments; and
- Supporting initiatives which build the confidence and skills of individuals and organisations to be creative, inspirational and better manage physical regeneration.

EEDA has recently launched and promoted the concept of Integrated Development Programmes to plan infrastructure requirements at a scale that more accurately reflects functioning economic markets and the real geographic reach of people's daily lives. That level is the 'functional urban area' (FUA) which represents the real economic footprint of a place. The IDPs include a disciplined process that results in all parties feeding in to a single delivery plan.

IDPs offer an opportunity for all partners in a FUA to compare their investment plans and form a single document designed to deliver the totality of growth in a joined up and sensible way. They enable relevant infrastructure to be built at the right time, and increase our ability to leverage private sector investment.

An IDP is:

- A single delivery plan for capital led investment designed to deliver growth;
- Evidence-based and clearly linked to social and economic analysis;

- Designed to set out investment priorities, the big or critical things without which growth will not happen sustainably;
- Developed over functional urban areas rather than administrative boundaries;
- Delivered through high level partnerships;
- Focused up to 2021, but provides advance warning of the infrastructure that needs to be provided later; and
- Capable of being used by the whole of the public sector in planning for growth.

### **Partnerships, Advocacy and Communication**

The Partnerships, Advocacy and Communications programme serves to heighten the importance of effective communications between EEDA and its stakeholders.

The East of England Regional Assembly (EERA) Regional Partnership Group brings councillors and government executives together to discuss priorities for public investment in economic development, housing and transport. The role of the Regional Partnership Group will be to consider:

- How regional and local government can work together more effectively for the benefit of the East of England;
- What support is required from central government to ensure the region achieves its full potential in economic, social and environmental terms;
- Advice to central government on regional funding pots for economic development, housing and transport.

### **CAMBRIDGESHIRE COUNTY COUNCIL**

Huntingdonshire District sits within the County of Cambridgeshire. As a two-tier authority, Cambridgeshire maintains responsibility for a number of strategic functions that are planned for and provided at both County and District level.

Since a restructure in 2005, these services have been arranged into three offices:

- Office of Children and Young People's Services – including Inclusion; Planning and Development; and Learning;
- Office of Corporate Services and Chief Executive's Department - including Business Services & Information Technology; Finance, Property & Performance Governance; and People & Policy; and
- Office of Environment and Community Services – including Highways and Access; Adult Support Services; Sustainable Infrastructure; Environment and Regulation; Community Learning and Development

### **CAMBRIDGESHIRE HORIZONS**

Growth in the Cambridgeshire sub-region is co-ordinated by Cambridgeshire Horizons, a non-profit making company set up by the Cambridgeshire Local Authorities to drive forward the development of new communities and infrastructure in accordance with the approved Structure Plan.

Following a CLG review in 2006, the Secretary of State initiated a review of structures, capacity and a shared leadership agenda which would be linked to a greater willingness by Government to provide infrastructure funding.

In response, new political level governance arrangements have been designed to increase the effectiveness of the planning and development control process for the major development sites around Cambridge. The three councils covering this area and the Cambridgeshire Horizons Board have adopted these arrangements (Figure 4.1).

### **Spatial Planning**

Plan making remains within the control of the separate local authorities but there has been joint working in specific growth areas on the development of cross boundary Area Action Plans (AAPs) including the North West Cambridgeshire AAP. A joint planning policy committee has been established under Section 29 of the Compulsory Purchase Act 2004 which allows the constituent authorities to produce plans under Section 28 of the Act without need for County Council involvement. This was a key recommendation from CLG and it has £700,000 attached to its successful establishment.

In direct response to concerns over delivery expressed by CLG two joint development control committees have also been established to cover the growth areas of Northstowe and the Cambridge Fringes. The three local authorities will delegate their statutory development control functions to the committees which are made up with members from local authorities affected and the County Council.

Cambridgeshire Horizons staff are responsible for all matters connected with the administration of the committee.

### **Delivery**

Cambridgeshire Horizons is responsible with coordinating delivery of the growth agenda and its role is to take ownership of and drive forward the implementation of the major developments at Northstowe and Cambridge Fringe Sites.

To ensure that the growth is driven forward in an integrated, coherent and consistent manner a Joint Strategic Growth Implementation Committee (JSGIC) has been established. As a standing committee of Cambridgeshire Horizons, the Joint Strategic Growth Implementation Committee provides a strategic mechanism for each authority and Cambridgeshire Horizons to explore the issues relating to growth.

The JSGIC is made up of three councillors from each of the constituent local authorities. Cambridgeshire Horizons is represented by its Chairman, Chief Executive and Director of Development & Implementation. The boards will approve delivery plans that contain a detailed delivery programme, risk assessment and clear allocation of responsibility tasks to be completed.

The following joint management arrangements at officer level support the political level structure:

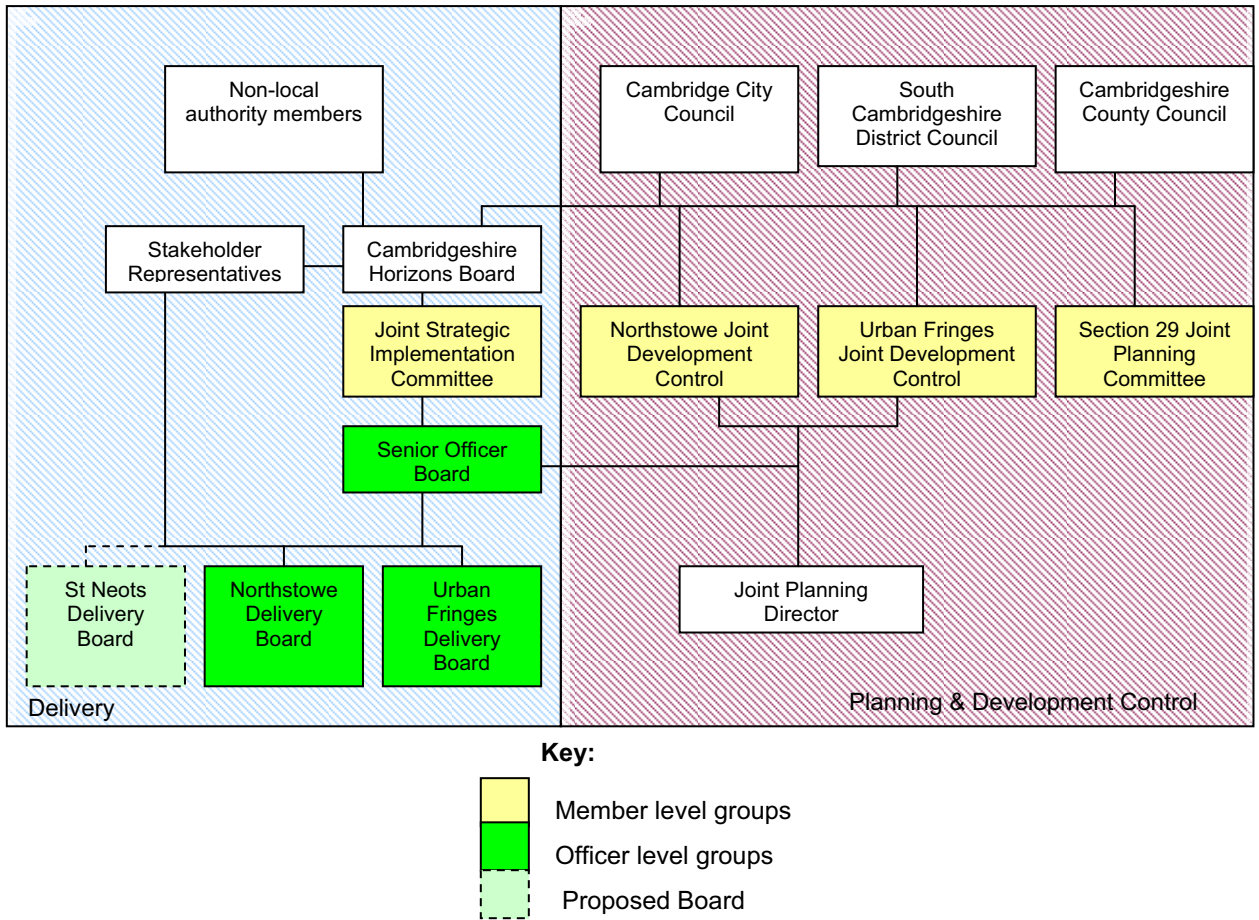
- Senior Officer Board, comprising directors of local authorities and Cambridgeshire Horizons, to oversee the management of delivery;
- Northstowe Delivery Board to ensure implementation of the new town;
- Cambridge Urban Fringes Delivery Board to ensure implementation of the major urban fringe sites; and
- Promoters / developers are represented on the Delivery Boards.

These new arrangements, backed up by strong programme and risk management, are to ensure that there is a robust partnership approach to delivery, which builds on the successes of the past and ensures that decisions are made in a joined up way wherever possible. Discussion is currently taking place around the need for a third delivery board to cover the market towns within the County, principally St. Neots and Ely.

A further strategic arm of Cambridgeshire Horizons is the Founding Members Group which includes representation from strategic decision-makers such as the RDAs (i.e. EEDA, GoEast, etc.). This group is responsible for making a number of fundamental decisions, meeting whenever such a decision is needed.

In addition, a steering group has also been established, within the umbrella of Cambridgeshire Horizons, which is responsible for the Housing Growth Funding (HGF). Directors from all the districts sit on this group, meeting quarterly to manage expenditure of Housing Growth Fund (approximately £14m). This group also helps to define bids for the next round of Community Infrastructure Funding (CIF) and has established a process for when underspend occurs within the County's CIF allocation.

Figure 4.1: Diagram to illustrate new political level governance arrangements across Cambridgeshire



Source: Growing Cambridgeshire - Programme of Development for Housing Growth Funding 2008 to 2011, September 2007

### LOCAL AREA AGREEMENT

The Cambridgeshire Together Board has jointly established a Vision for Cambridgeshire to be a county of strong, growing, prosperous and inclusive communities supported by excellent services where people can fulfil their potential; live longer, healthier lifestyles; and influence decision-making. Cambridgeshire's Local Area Agreement (LAA) will be the three year delivery plan for this vision. The LAA, alongside the Action Plans developed by other key partnerships, will focus on delivery of outcomes that will make a difference on the ground.

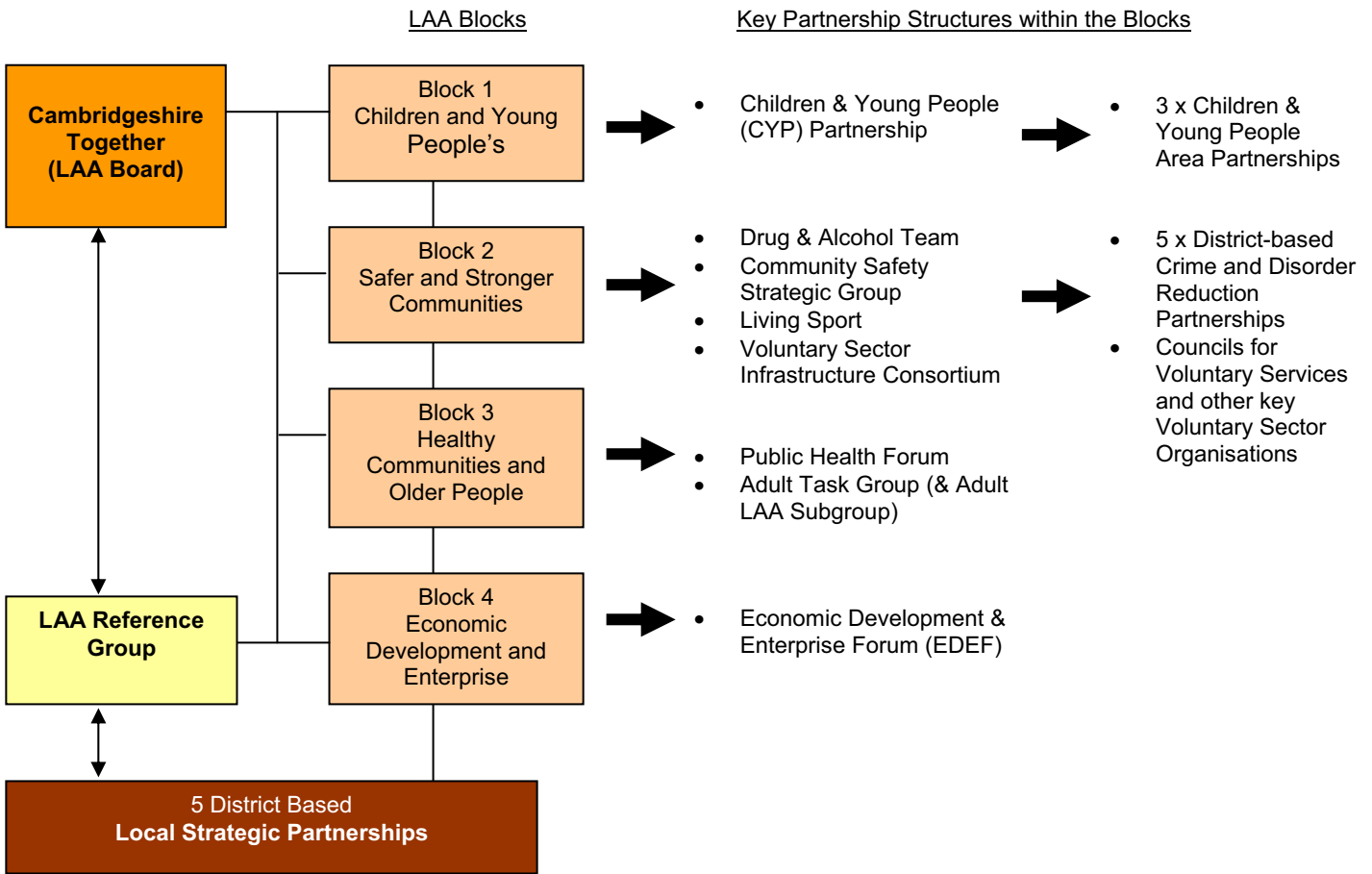
Cambridgeshire does not have a countywide Local Strategic Partnership to oversee the development and implementation of the Local Area Agreement. In order to fulfil the requirement of having a LAA framework that builds on the work of district-based LSPs the main priorities identified in Cambridgeshire's five Community Strategies have been consolidated and integrated in the LAA.

Consensus by a countywide group of stakeholders of the need to establish a high-level forum or group at a countywide level that can achieve strategic

coordination, focus on collective outcomes and crosscutting themes, and incorporate contributions from individual LSPs led to the establishment of the Cambridgeshire Together Board.

The Board contains representatives from key organisations in the business, public and voluntary and community sectors with strong links to the Local Strategic Partnerships and the Children and Young People Strategic Partnership. A broad outline of the governance and reporting structures of the Local Area Agreement is illustrated in Figure 4.2.

Figure 4.2: Illustrative Diagram of LAA Structure



Source: Cambridgeshire's Local Area Agreement - Working together to achieve better outcomes - 2007 Annual Refresh, 2006 - 2009

**HUNTINGDONSHIRE STRATEGIC PARTNERSHIP**

The Huntingdonshire Strategic Partnership (HSP) is one of five Local Strategic Partnerships which have been set up based on each district within Cambridgeshire. The Partnership involves senior representatives from agencies including Cambridgeshire County Council, Huntingdonshire District Council, NHS Cambridgeshire, Cambridgeshire Police, local businesses and voluntary sector organisations. These agencies provide important services to the public such as health care, community safety, transport, education, environmental protection, leisure, economic development and planning.

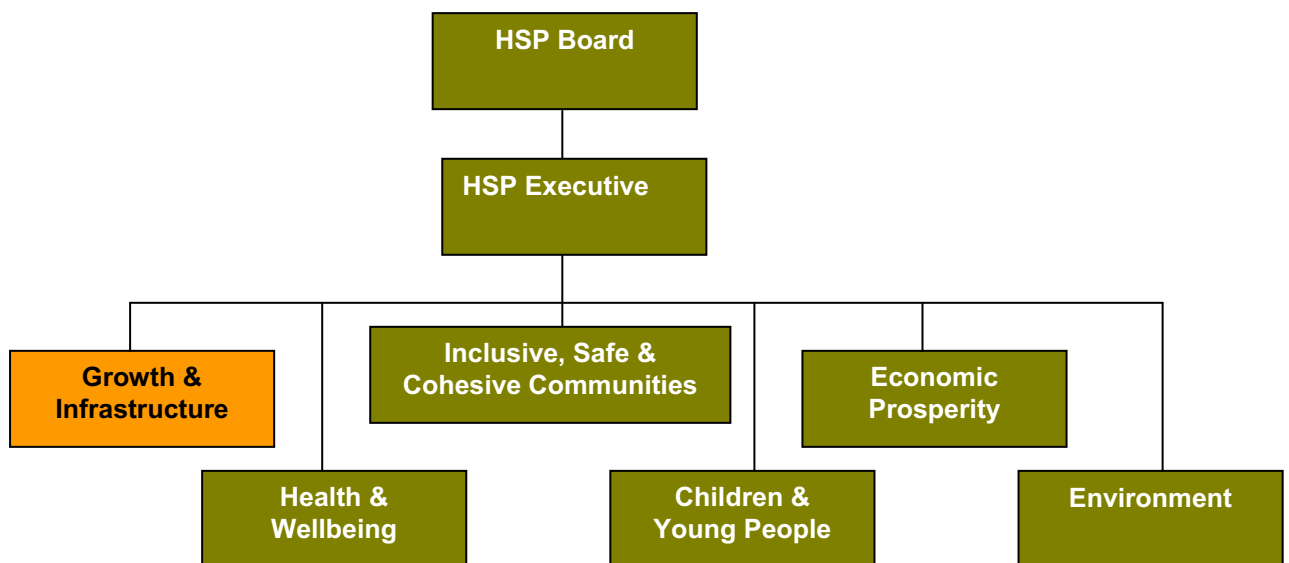
All these agencies have teamed up to work together more effectively to tackle the ‘big issues’ in the area and improve quality of life. They do this by ‘joining-up’ their activities to make the best use of resources and sharing knowledge and expertise.

The HSP is responsible for developing, implementing and monitoring a Sustainable Community Strategy which sets out the way in which all these agencies will work together to make a difference. This strategy has been approved

The HSP structure is summarised in the diagram below but is essentially formed of six partnership groups that each address a specific element of the Sustainable Community Strategy feeding into a Strategic Partnership Executive which provides the link between the partnership groups and the HSP Board.

The Growth and Infrastructure partnership group will be the Project Board for the Huntingdonshire Local Investment Framework (LIF) and, as such, will be charged with co-ordinating the delivery of the infrastructure necessary to support the growth framework.

**Figure 4.3: Illustrative Structure of the Huntingdonshire Strategic Partnership**





## **THE CAMBRIDGESHIRE VOLUNTARY SECTOR INFRASTRUCTURE CONSORTIUM**

The Consortium was established in 2004 in response to the Government's Change Up programme and a comprehensive assessment of local infrastructure was completed.

Currently there are twenty-two infrastructure organisations as members of the Consortium, covering Councils for Voluntary Service, Volunteer Bureaux, Cambridge Ethnic Community Forum, Peterborough Racial Equality Council, Cambridge Co-operative Development Agency; Directions Plus, Care Network, Cambridgeshire and Peterborough Council for Voluntary Youth Services, Cambridgeshire Independent Advice Centre and Cambridgeshire ACRE.

The geographical area covered by the programme is both Cambridgeshire and Peterborough. This remit is not coterminous with other programmes, particularly the LAAs and Investing in Communities.

The Consortium's main role has been to identify gaps in CVS infrastructure service provision and deliver a funded programme of improvements linked to such prioritised objectives as ICT and governance.

### **UTILITY DELIVERY**

The utility companies have statutory obligations to provide a supply or service. Relevant legislation includes The Electricity (Standards of Performance) Regulations 2001 (as amended), the Gas (standards of Performance) Regulations 2005 (as amended) and the Water Supply and Sewerage Services (Customer Service Standards) Regulations 1989 (as amended). The utility companies are also closely monitored by the utility regulators, OFWAT (water), OFGEM (gas and electricity) and OFCOM (telecommunications), to ensure the required level of service is maintained.

The regulators do not, however, permit the utility companies to spend unlimited sums on the provision of infrastructure that may or may not be required and the utility companies must justify their proposals and the impact this will have on their customers. Essentially, the utility companies plan the strategic works that need to be undertaken in five-year periods, with works not permitted by the regulator generally being deferred until the next review period.

The decisions taken are often based on assumptions regarding growth trajectories, either sub-regionally or at specific locations, with the overall provision being intended to meet each utility company's statutory obligations in a cost effective manner. Developers may be faced with large off-site costs, particularly if the existing local spare capacity is less than the required increase in demand. This in itself is a self regulating mechanism, as development will not take place if the costs to the developer are too high. In these circumstances, the quantum of development will effectively be constrained unless and until an infrastructure upgrade is planned and approved for implementation with the appropriate regulator, possibly with the developer making a contribution towards the cost.

The process that utility companies follow when addressing requests for supply from developers is defined in the New Roads and Streetworks Act 1991 (as

amended), with timing and further obligations imposed by the Streetworks Regulations 2007. Preliminary enquiries, draft schemes and budget estimates are generally undertaken prior to receipt of planning approval for development. Detailed schemes and estimates are often only commissioned upon grant of planning. In any event, developers are generally unlikely to progress to serving notice and placing orders with utility companies until after grant of planning.

Certain works have long lead-in times and developers have to allow for this and the impact this has on their construction programme and cash flow.

### **TRANSPORT DELIVERY**

The lead agencies in the delivery of transport projects are Cambridgeshire County Council, the Highways Agency, the Department for Transport and Network Rail.

Cambridgeshire County Council delivers projects through the Local Transport Plan (LTP). Funding for the LTP is obtained from a number of sources the major ones being:

- Central Government Integrated Transport block;
- Developer funding;
- Housing Growth Fund (HGF);
- Community Infrastructure Fund (CIF);
- Transport Innovation Fund (TIF);
- Kickstart Bus Funding (DfT).

The Highways Agency directly funds improvements to the strategic road network including the proposed improvements to the A14 Ellington to Fen Ditton and the A428 Caxton to St Neots.

# 5. Growth Projections



## HOUSING PROJECTIONS

A review of the most current commitments and proposals for housing development across the District has enabled an updated housing trajectory to be developed. This is summarised in Figures 5.1 and 5.2 and essentially indicates that HDC has the potential to deliver above the RSS target level for house building between 2007 and 2021.

The orange 'Manage' line in Figures 5.1 and 5.2 indicates the annual requirements, comparing the cumulative completions against the cumulative allocations. The reason this line rapidly descends into a negative position is due to the positive scale of housing completions in Huntingdonshire in excess of the strategic allocations, with the RSS 2021 target of 11,200 units being reached by 2016. From this point onwards towards 2021 the requirements are therefore negative. At 2021, however, this shifts as the additional 2026 target of 13,950 is then taken into account.



In anticipation of an upcoming announcement of the potential for additional growth at St. Neots, the Investment Framework is currently being assessed on the basis of two potential housing scenarios.

This relates to two potential development scenarios for the land south of Cambridge Road at St Neots. The first lower scenario considers growth at St. Neots in line with the emerging Huntingdonshire Core Strategy. The second considers the higher level scenario of additional development capacity at St. Neots.

The lower scenario incorporates approximately 1,500 units being built before 2026 and the higher scenario incorporates 2,300 units being built before 2026. The difference in these scenarios however occurs between 2021 and 2026.

It should be noted that this trajectory and project only looks as far as 2026, and in fact the higher scenario has identified the capacity for an additional 950 units on the land south of Cambridge Road after 2026, which combined with the 2,300 units before 2026 equates to 3,250 units.

Figure 5.1: Huntingdonshire Housing Trajectory – St. Neots at Core Strategy Level (Trajectory as set in 2008)

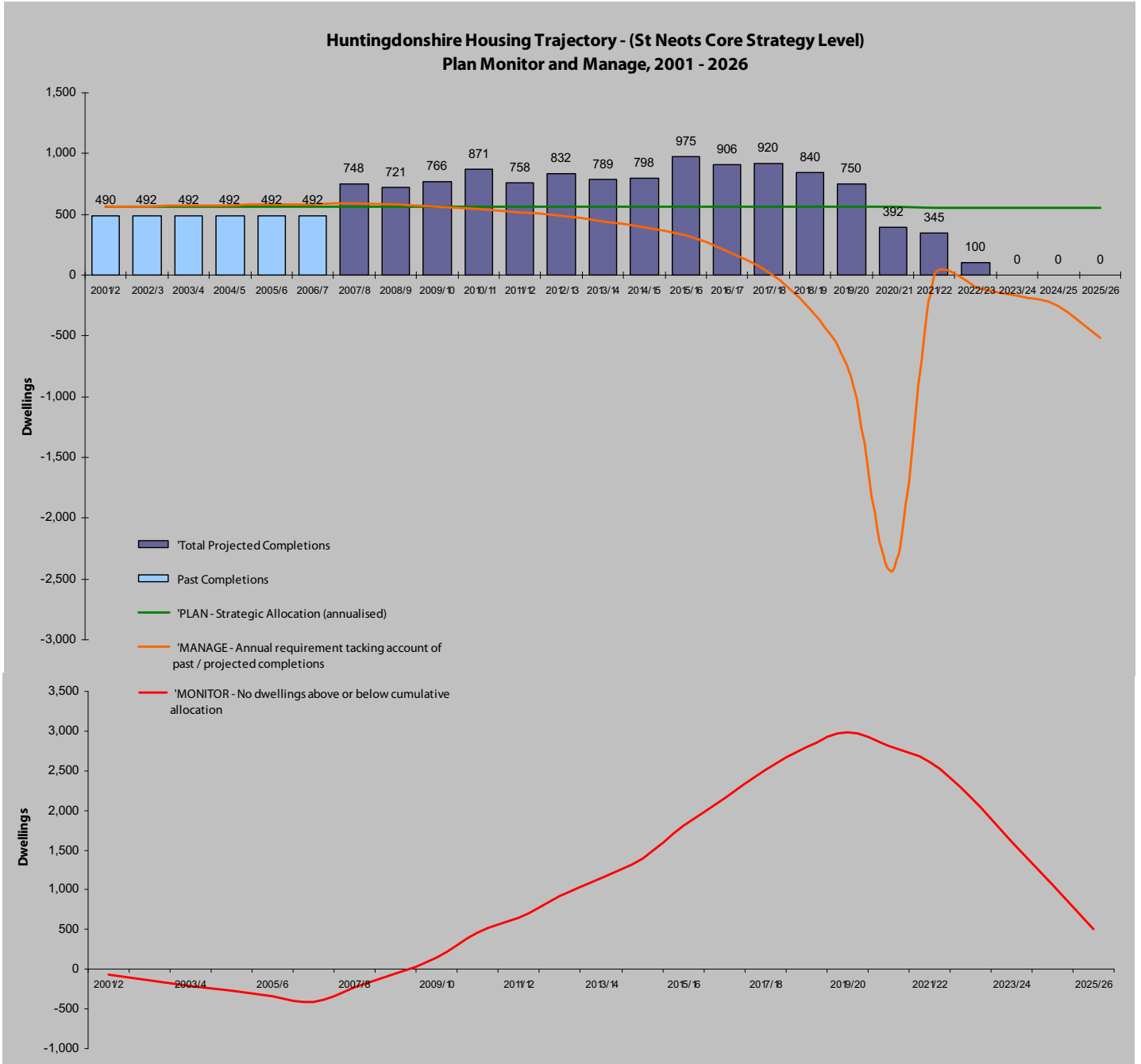
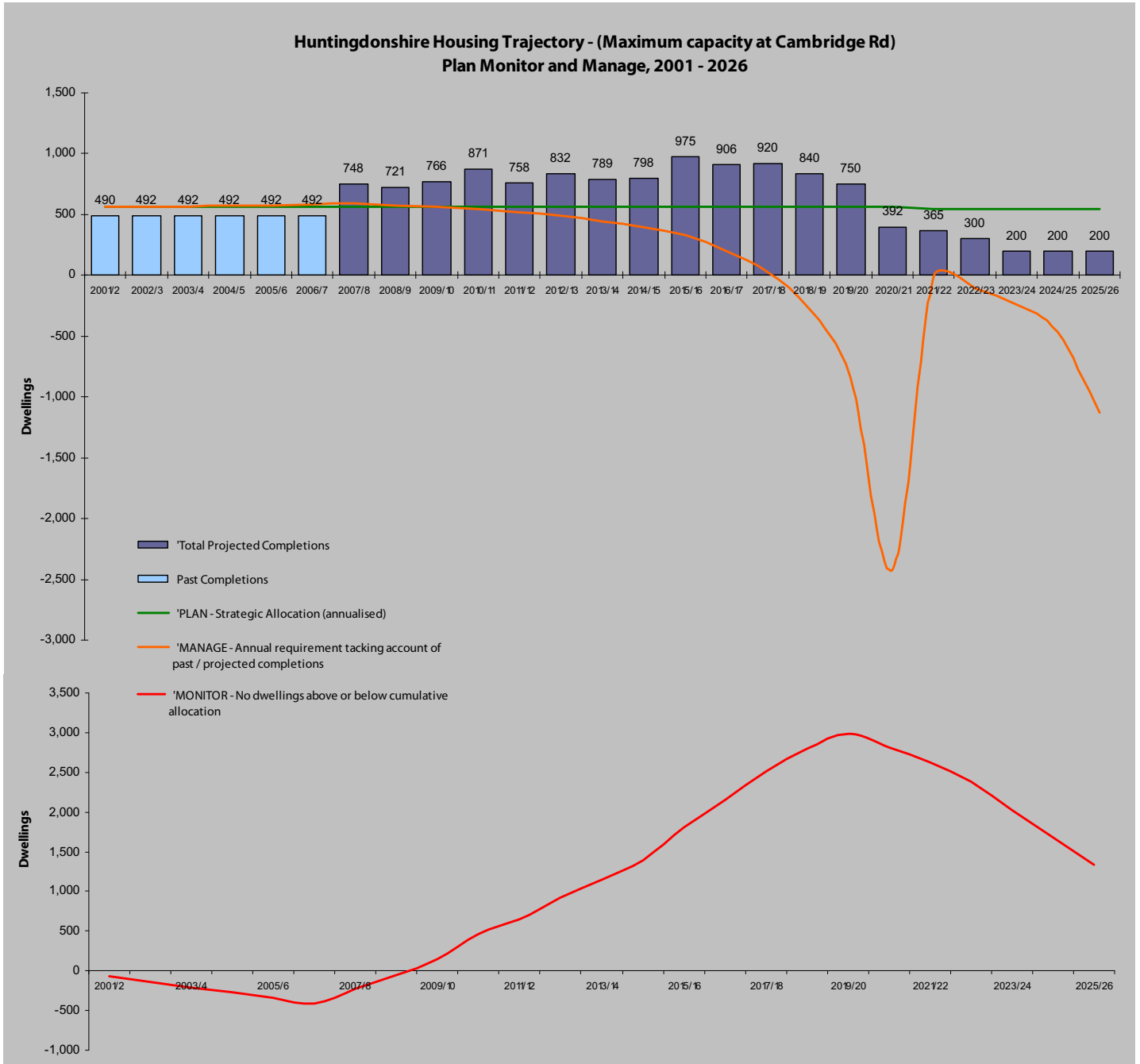
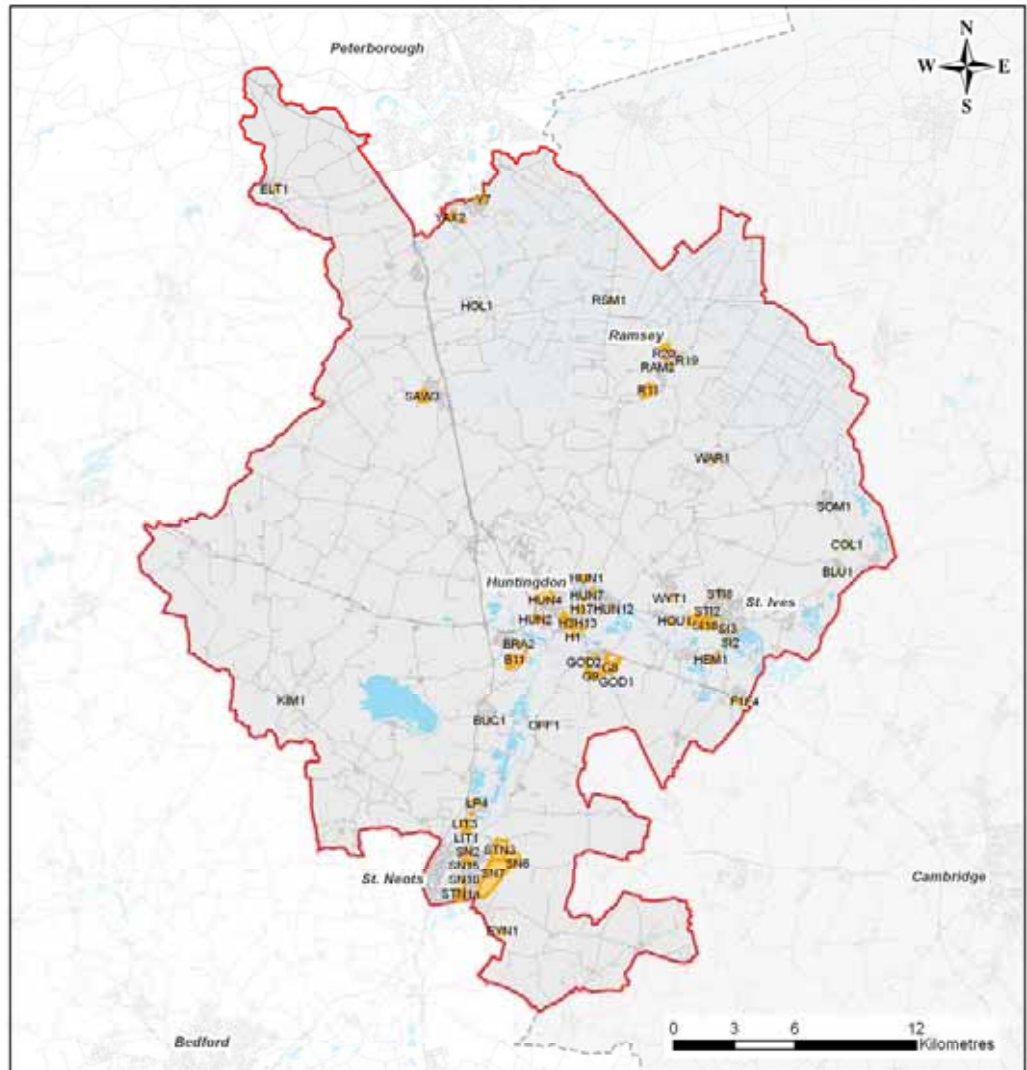


Figure 5.2: Huntingdonshire Housing Trajectory – St. Neots at Maximum Capacity Level (Trajectory as set in 2008)



Based on housing trajectory figures provided by Huntingdonshire DC in early 2008, the locations of the anticipated housing growth for the district have been mapped. Figure 5.3 illustrates these developments on a district-wide basis whilst Figures 5.4-5.8 breakdown this development into phases. To allow a more detailed analysis Appendix A contains zoomed in images of the four main concentrations of development expected – within the four main towns.

Figure 5.3: Possible Future Housing Sites by location 2008-2026



- Legend
- Housing Development Sites
  - Huntingdonshire District Boundary
  - Roads
  - Water
  - Cambridgeshire County



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | AECOM

Map Source: © OS Crown copyright. All rights reserved 100022322.

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Figure 5.4: Possible Future Housing Developments by location 2008-2011

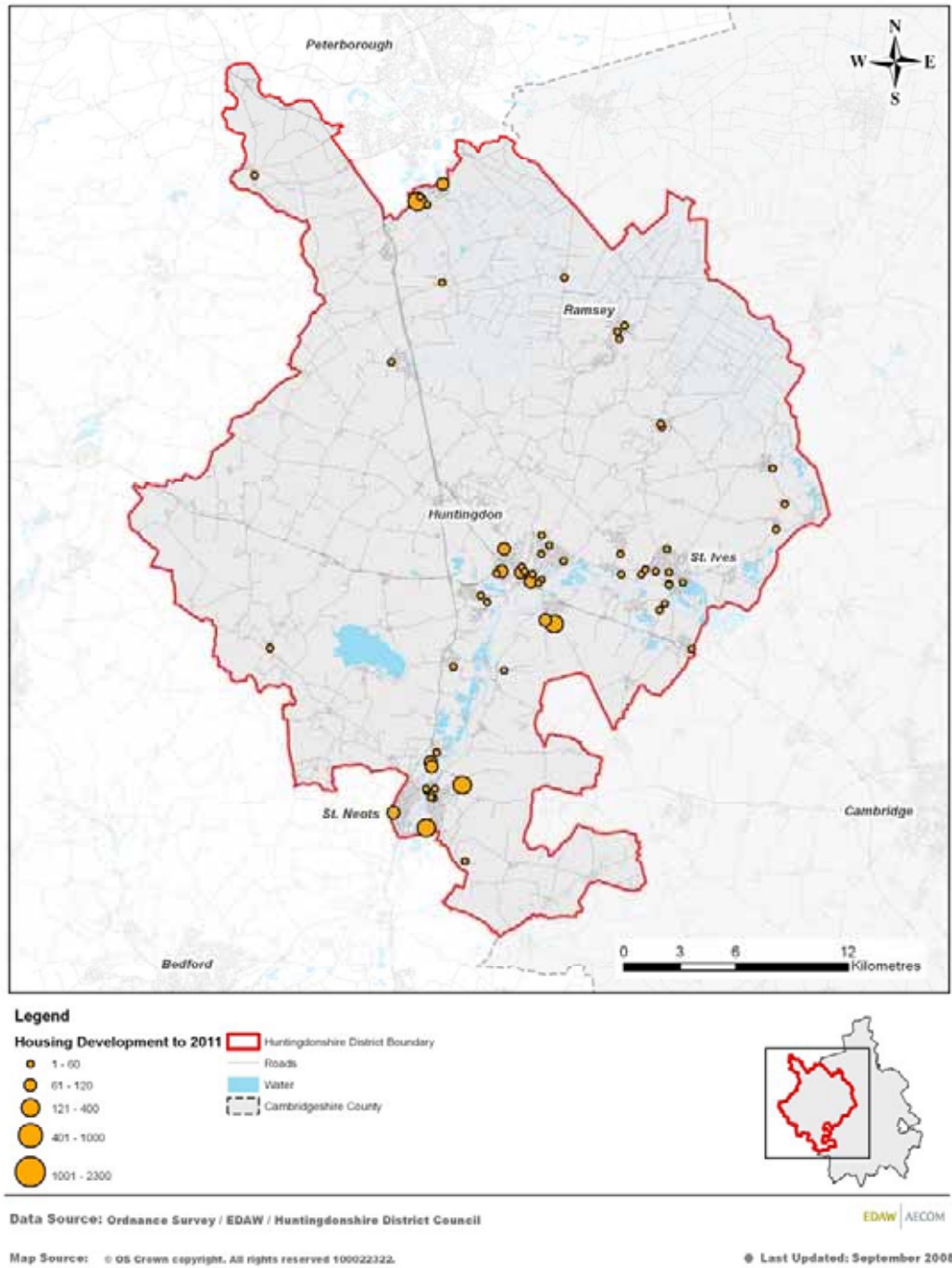
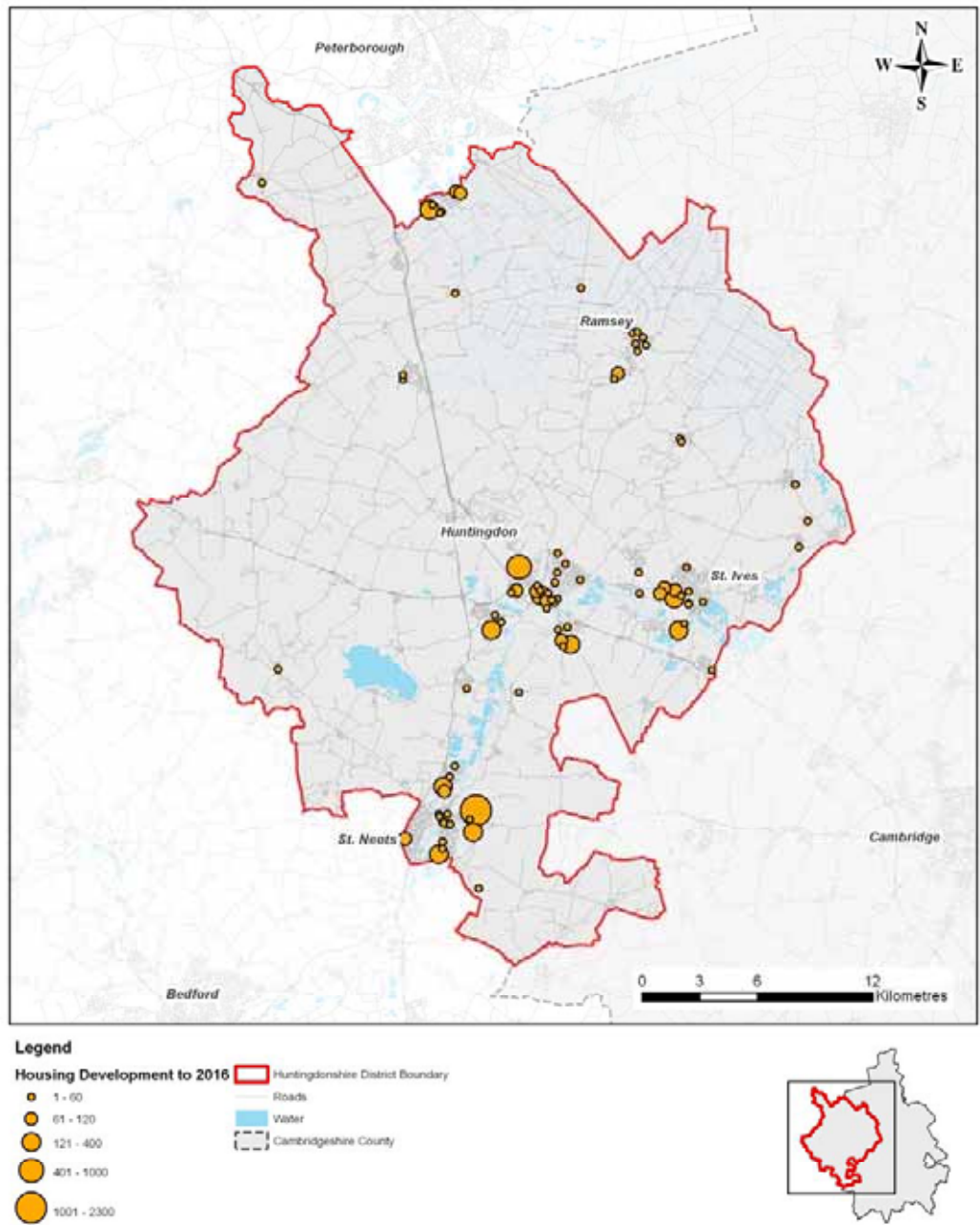


Figure 5.5: Possible Future Housing Developments by location 2008-2016



**Legend**

**Housing Development to 2016**

- 1 - 60
- 61 - 120
- 121 - 400
- 401 - 1000
- 1001 - 2300

- ▭ Huntingdonshire District Boundary
- Roads
- ▭ Water
- - - Cambridgeshire County



Data Source: Ordnance Survey / EDW / Huntingdonshire District Council

EDW | AECOM

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☼ Last Updated: September 2008



Figure 5.6: Possible Future Housing Developments by location 2008-2021

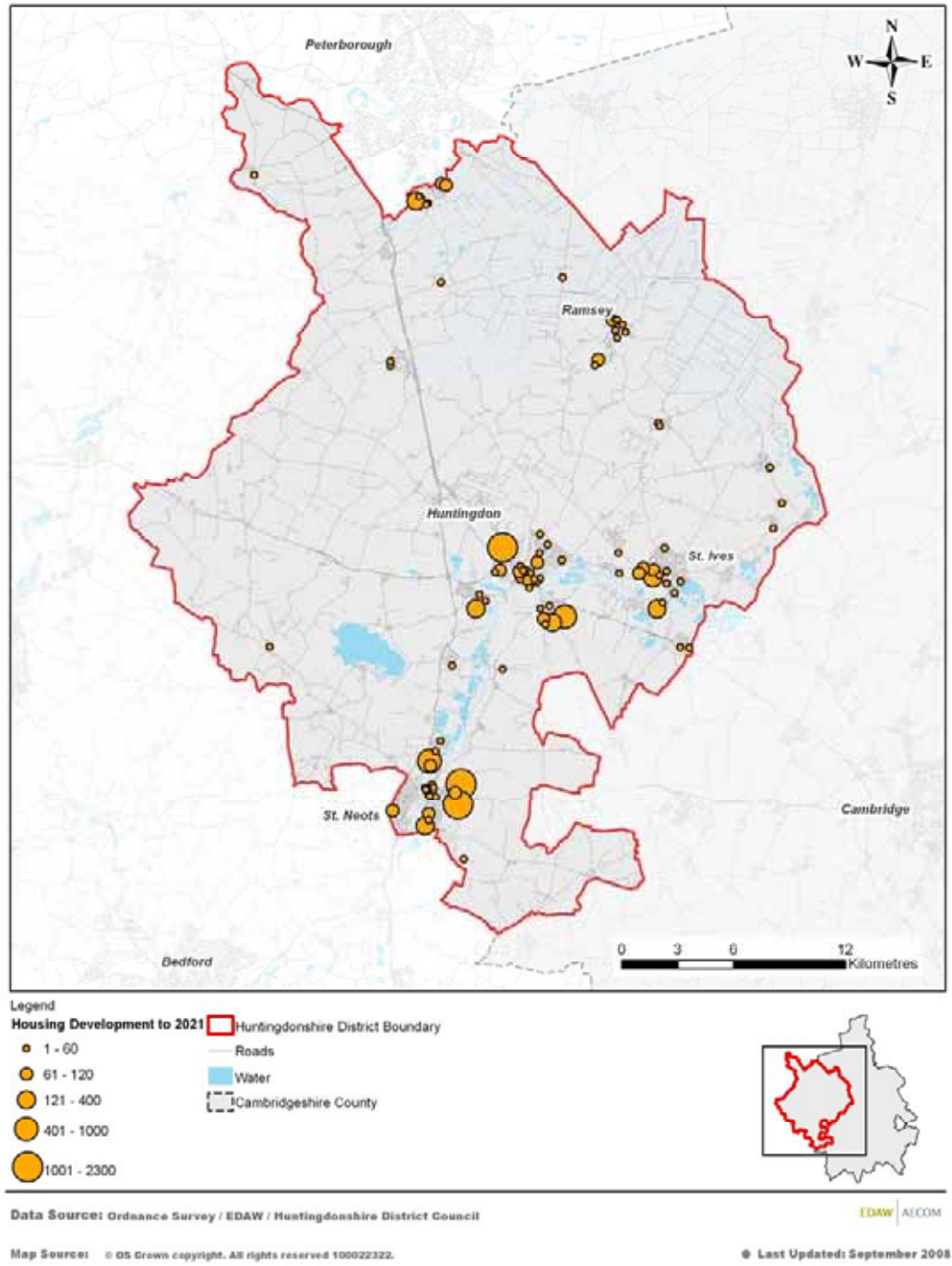
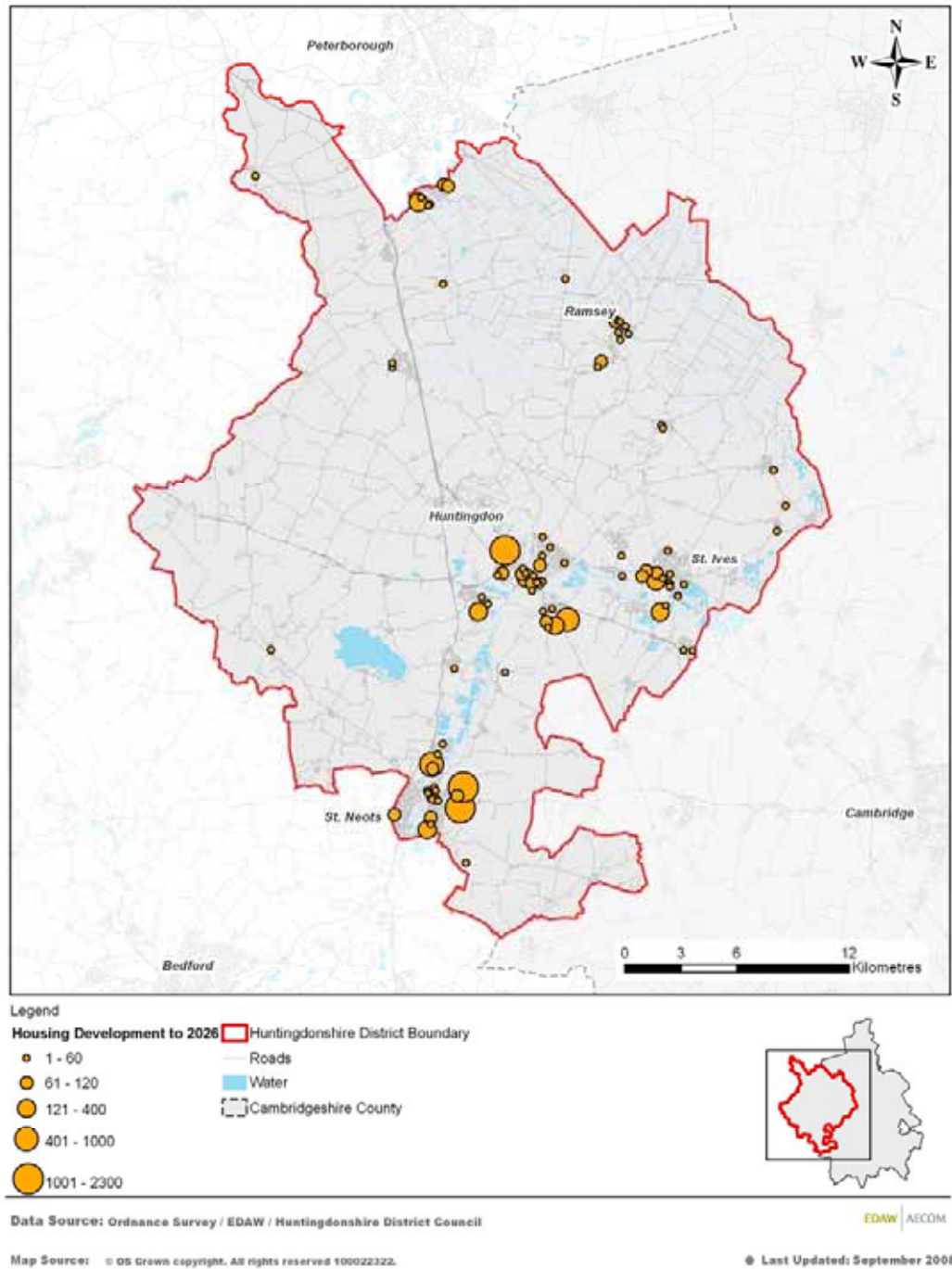


Figure 5.7: Possible Future Housing Developments by location 2008-2026



## EMPLOYMENT PROJECTIONS

In line with housing growth, it is anticipated that between 10,000 and 13,000 of the target of 75,000 new jobs for the Cambridgeshire sub-region can be met in Huntingdonshire, helping to ensure the development of sustainable communities which provide local employment opportunities for the districts new and existing residents.

A review of current commitments and proposals for employment-led development across the district has enabled the development of an employment trajectory. Based on allocated sites and applications, this trajectory has a strong spatial dimension, as illustrated in Figure 5.9.

Taken on a cumulative basis for the District, this equates to the following trajectories of employment land development by development phase.

**Table 5.1: Projected increase in employment land (hectares) 2008-2026**

Hectares of employment land cumulative provision	by 2012	by 2016	by 2021	by 2026
Commitments	36.8	36.8	36.8	36.8
High Quality Employment	0.0	12.9	18.0	18.0
Mixed employment	7.0	33.0	45.0	48.0
Part mixed employment part high quality	0.0	0.0	15.0	15.0
All Types	43.8	82.7	114.8	117.8

These figures suggest substantial increases in employment land (Table 5.1) indicating an increase in the employment offer in the District. In line with this, we would expect to see an increase in in-migration by working-age people. The four tables below set out the spatial distribution of the jobs associated with the employment land. Figure 5.8 illustrates the areas referred to as Central, South and North.

**Table 5.1a: Central Huntingdonshire Employment Forecasts**

Central Huntingdonshire Employment Forecasts	by 2012	by 2016	by 2021	by 2026
Commitments	2,675	2,675	2,675	2,675
High Quality Employment	0	1,246	1,680	1,680
Mixed employment	287	1,664	2,123	2,123
Part mixed employment part high quality	0	0	266	266
All Types	2,962	5,585	6,744	6,744

**Table 5.1b: South Huntingdonshire Employment Forecasts**

South Huntingdonshire Employment Forecasts	2,012	2,016	2,021	2,026
Commitments	639	639	639	639
High Quality Employment	0	560	840	840
Mixed employment	0	0	230	402
Part mixed employment part high quality	0	0	1,063	1,063
All Types	639	1,199	2,772	2,944

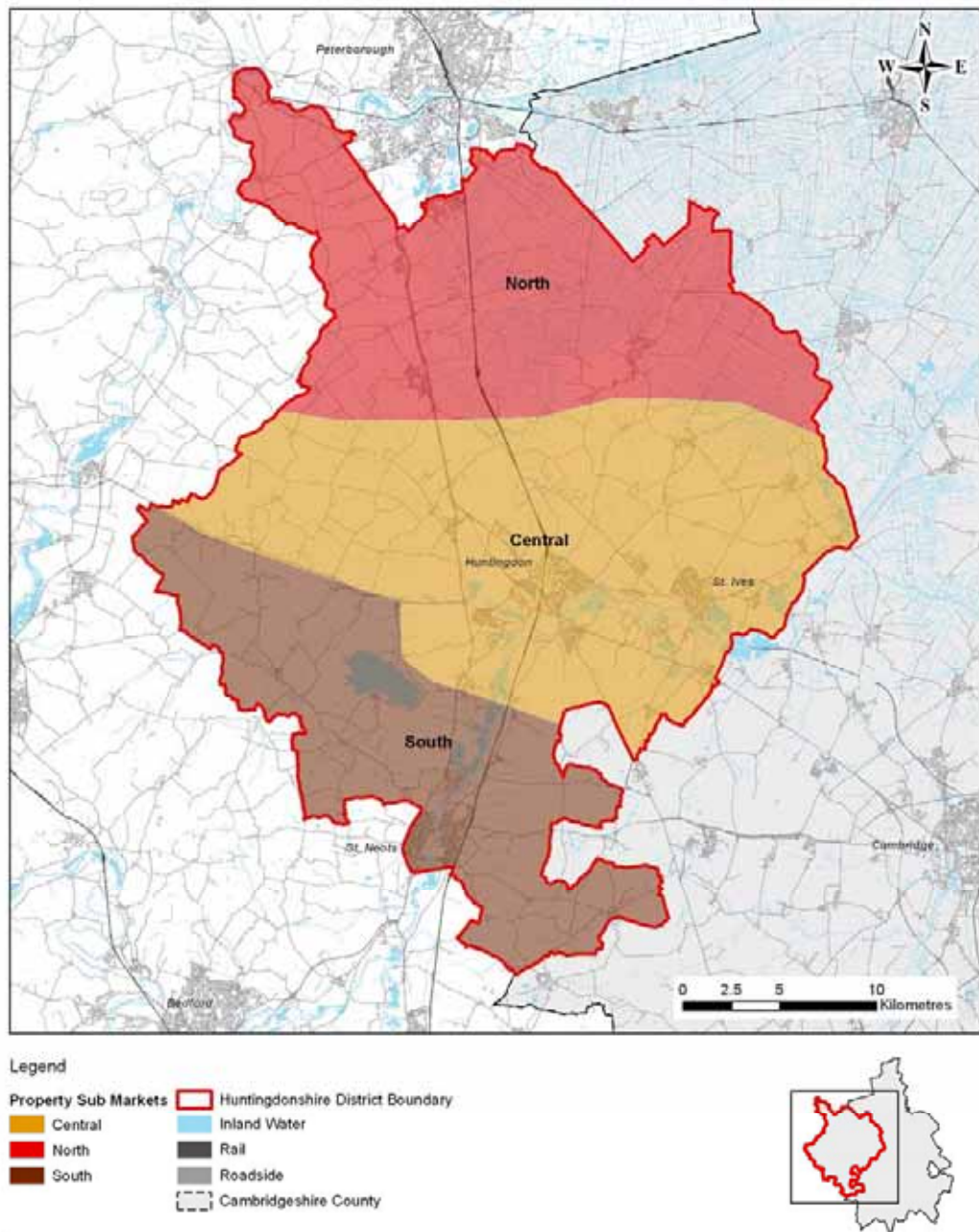
Table 5.1c: North Huntingdonshire Employment Forecasts

North Huntingdonshire Employment Forecasts	2,012	2,016	2,021	2,026
Commitments	363	363	363	363
High Quality Employment	0	0	0	0
Mixed employment	115	229	229	229
Part mixed employment part high quality	0	0	0	0
All Types	478	592	592	592

Table 5.1d: Huntingdonshire District wide Employment Forecasts

District Wide Employment Forecasts	2,012	2,016	2,021	2,026
Commitments	3,677	3,677	3,677	3,677
High Quality Employment	0	1,806	2,520	2,520
Mixed employment	402	1,893	2,582	2,754
Part mixed employment part high quality	0	0	1,329	1,329
All Types	4,079	7,376	10,108	10,280

Figure 5.8: Illustrative Map of Huntingdonshire Employment Property Sub Market Areas



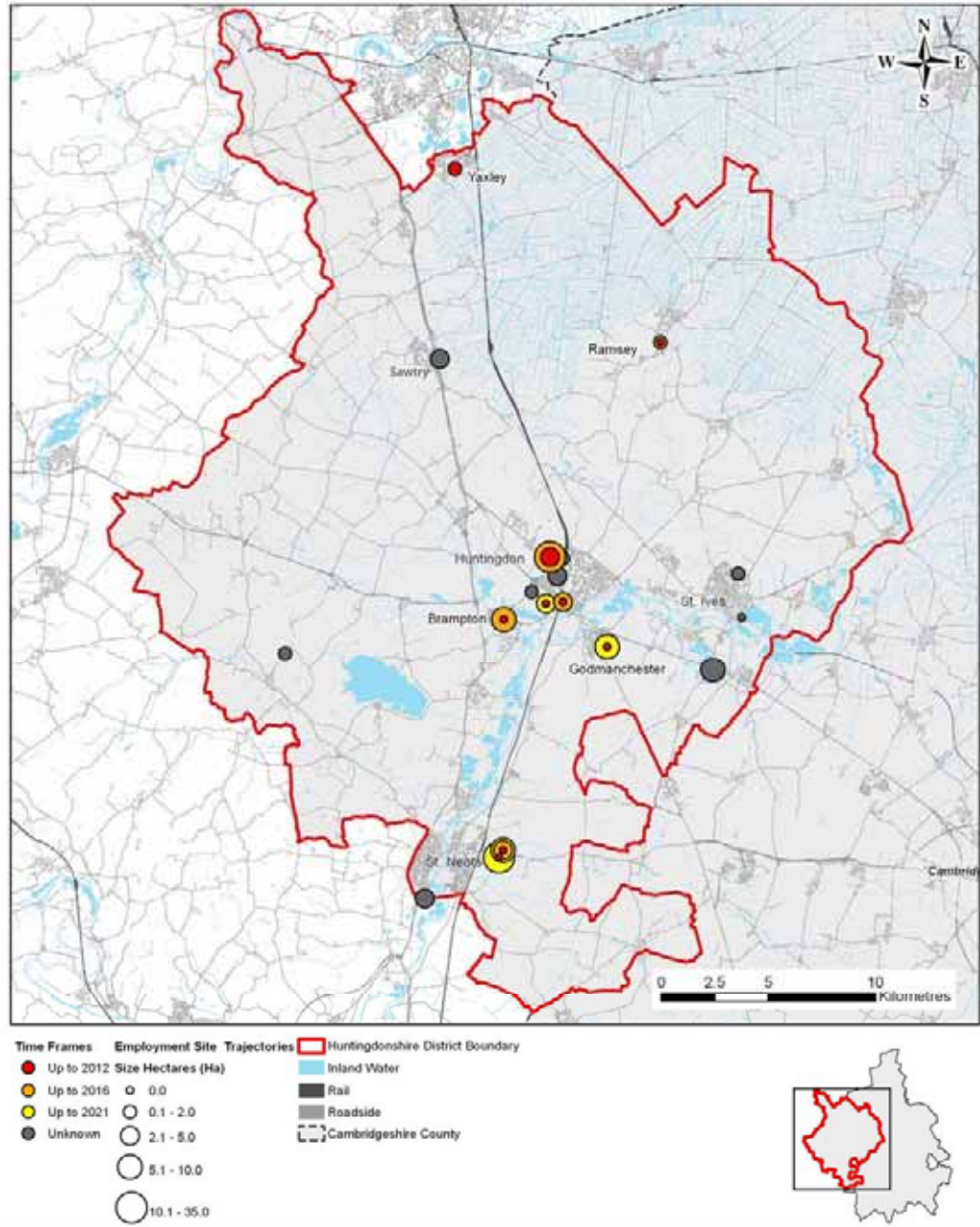
Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | AECOM

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Figure 5.9: Illustrative Map of committed and proposed employment land development in Huntingdonshire up to 2021



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | ASCOM

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## POPULATION FORECASTS

The level of social infrastructure (and housing typology) will need to be reflective of both the new and existing demographics of the District, with population growth expected to be met by an ageing population, creating a higher level of dependents in the latter age ranges and fewer children aged 0-14 years (Cambridgeshire and Peterborough Population growth and capacity planning for health and social care, January 2006).

The purpose of this section is to introduce an in depth examination of the population figures for Huntingdonshire up to 2026. This section also looks at the headline issues we can draw from these forecasts and the next steps of analysis required to further examine the likely population change and resulting implications.

### Examining the Cambridgeshire County Council population forecasts

#### Overview of Population Projection Approach

Huntingdonshire District Council has commissioned Cambridgeshire County Council (CCC) Research Group to generate the population forecasts for this framework using the same housing trajectories included within this report. The population model used by the Research Group is an Excel spreadsheet model originally developed by Norfolk County Council and first used in the production of co-ordinated forecasts for the Draft Regional Strategy for East Anglia, 1995-2016. The model is run at a district level; figures for Cambridgeshire are aggregated from the district-level figures.

The main population forecasts are produced by ageing forward the population by sex and single year of age from a base date, year by year. Population change is forecast by allowing for the main components of population change: births and deaths (which together give natural change), and migration.

Births are forecast by applying fertility rates to numbers of women of childbearing age. Age-specific fertility rates are input at the base year. These age-specific fertility rates provide a basic fertility curve that can be adjusted upward or downward according to forecast changes in age-specific fertility. The numbers of births forecast in any year are therefore dependent on the forecast age-specific fertility rate and on the numbers of women in childbearing age groups.

Deaths are forecast by the application of mortality rates to the resident population. Age- and sex-specific mortality rates are input at the base year. These rates provide a basic pattern of mortality that can be varied according to forecast changes in age- and sex-specific mortality rates. The number of deaths forecast in any one year is therefore a product of the sex and age structure of the population and the death rates being applied to the population in that year.

Migration is modelled in two stages. Firstly an age and sex structure of in and out migration is determined and secondly annual totals for the levels of net migration are forecast. The age and sex structure of net migration represents the probability of migrants being of a particular age and sex. This structure is determined for the base year of the model and then fitted to forecast totals of

net migration to produce numbers of migrants into or out of an area by sex and age. Net migration is the balance between migration into an area (in-migration) and migration from it (out-migration). The model operates by holding out-migration constant (at 2001 levels) and adjusting in-migration to give the assumed rate of net migration.

The population projection model is obviously more complex than the overarching approach outlined here and incorporates a considerable level of research and variable factors. Further information on these details can be obtained upon request.

### Analysis of population Forecasts

#### Housing growth incorporated into the CCC population forecasts

The housing figures being assessed by the Local Investment Framework are presented and explained at the beginning of this chapter. Tables 5.2 and 5.3 below present the housing figures which have been incorporated into the Cambridge County Council Research Groups district level population forecasts for Huntingdonshire. These figures do not however represent summaries of the detailed housing trajectory that has been used by the Local Investment Framework and incorporated into the Infrastructure Delivery Model. The figures in the table below will not match the Local Investment Framework housing trajectories exactly (less than 2% difference) as they represent the figures used by the CCC RG. This difference is minimal and as such the district level population projections can be used within the Local Investment Framework.

Table 5.2: Housing Trajectories with St. Neots at Core Strategy level

Scenario 1 – St Neots Lower	2006	2011	2016	2021	2026
Total housing numbers	68,600	72,800	77,600	80,400	80,800
New houses built in 5 year phase		4,200	4,800	2,800	400
Cumulative change from 2006		4,200	9,000	11,800	12,200

Table 5.3: Housing Trajectories with St. Neots at maximum capacity

Scenario 2 – St Neots Higher	2006	2011	2016	2021	2026
Total housing numbers	68,600	72,800	77,600	80,400	81,700
New houses built in 5 year phase		4,200	4,800	2,800	1,300
cumulative change from 2006		4,200	9,000	11,800	13,100

#### Change in household size across the district

The population forecasts have incorporated a number of assumptions including average household sizes. Table 5.4 illustrates the assumed change in average household size in Huntingdonshire up to 2026. As can be seen, this household size reduces considerably between 2006 and 2026. This trend is common across the UK as a result of numerous factors such as the breakdown of traditional married family units, an increase in single parent families and an ageing population.



Table 5.4: Anticipated change in average household size 2006-2026

	2006	2011	2016	2021	2026
Average Household Size	2.40	2.33	2.25	2.19	2.16

As will be seen later in this section, the existing population of Huntingdonshire is projected to increase from 2006 to 2026 and to increasingly age at the same time. This increase in population, combined with the ageing population and reduction in household size will therefore increase the number of households in the district as outlined in Tables 5.5 and 5.6. The cumulative change in the number of households between 2006 and 2026 is between 12,700 and 13,600.

Table 5.5: Household Trajectories with St. Neots at Core Strategy level

Scenario 1 – St Neots Lower	2006	2011	2016	2021	2026
Household Numbers	66,500	71,400	76,100	78,800	79,200
New Households in 5 years		4,900	4,700	2,700	400
Cumulative change from 2006		4,900	9,600	12,300	12,700

Table 5.6: Household Trajectories with St. Neots at maximum capacity

Scenario 2 – St Neots Higher	2006	2011	2016	2021	2026
Household Numbers	66500	71400	76100	78800	80100
New Households in 5 years		4,900	4,700	2,700	1,300
Cumulative change from 2006		4,900	9,600	12,300	13,600

#### Natural change across district

As explained earlier in this section, natural population change is the balance between the number of births in the district and the number of deaths. Tables 5.7 and 5.8 present the assumptions around natural population change used in the district level population forecasts. As can be seen, the level of natural change reduces by each phase into the future but remains positive (births outnumbering deaths). Scenario 2 appears to differ slightly from Scenario 1 in the final phase, probably as a result of the natural change associated with additional in-migrants resulting from the additional housing development at St Neots. The cumulative natural population change between 2006 and 2026 is between 8,760 and 8,840 people.

Table 5.7: Natural Population Change with St. Neots at Core Strategy level

Scenario 1 – St Neots Lower	2006-2011	2011-2016	2016-2021	2021-2026
Births over Deaths	2,740	2,600	2,230	1,190
Cumulative change from 2006	2,740	5,340	7,570	8,760

Table 5.8: Natural Population Change with St. Neots at maximum capacity

Scenario 2 – St Neots Higher	2006-2011	2011-2016	2016-2021	2021-2026
Births over Deaths	As above	As above	As above	1,270
Cumulative change from 2006				8,840

### Migration change across the district

As explained earlier in this section, net migration is the balance between in-migration and out-migration. Tables 5.9 and 5.10 below present the migration assumptions which have been used in the district level population forecasts. As can be seen in both scenarios, the district is seen to lose population in the period of 2016 to 2026, but will experience a cumulative in-migration of between 1,450 and 3,700 people between 2006 and 2026.

**Table 5.9: Cumulative Population Change with migration with St. Neots at Core Strategy level**

Scenario 1 – St Neots Lower	2006-2011	2011-2016	2016-2021	2021-2026
Net Migration	3,500	2,000	- 800	- 3,250
Cumulative change from 2006	3,500	5,500	4,700	1,450

**Table 5.10: Cumulative Population Change with migration with St. Neots at maximum capacity**

Scenario 2 – St Neots Higher	2006-2011	2011-2016	2016-2021	2021-2026
Net Migration	As above	As above	As above	- 1,000
Cumulative change from 2006				3,700

### Impact on Huntingdonshire total population

As a result of natural change, migration, changing household sizes and the provision of new housing, the total population of Huntingdonshire is projected to increase by between 11,600 and 13,900 people (depending on the two scenarios). As can be seen in Table 5.11, under Scenario 1, the District as a whole would appear to lose population between 2021 and 2026 as a result of high levels of out-migration, itself resulting from relatively small number of planned new homes, combined with a natural increase in population and reduction in average household size. This negative shift does not occur in Scenario 2 as a result of the additional new homes planned between 2021 and 2026 (Table 5.12).

**Table 5.11: Anticipated Population Figures and Associated Change with St. Neots at Core Strategy level**

Scenario 1 – St Neots Lower	2006	2011	2016	2021	2026
Total Population	160,700	167,400	172,400	174,000	172,300
5 year change		6,700	5,000	1,600	- 1,700
Cumulative change from 2006		6,700	11,700	13,300	11,600

**Table 5.12: Anticipated Population Figures and Associated Change with St. Neots at maximum capacity**

Scenario 2 – St Neots Higher	2006	2011	2016	2021	2026
Total Population					174,600
5 year change	As above	As above	As above	As above	600
Cumulative change from 2006					13,900

#### Impact on Huntingdonshire age cohort specific population

Table 5.13 illustrates the total change in age specific population and illustrates the proportion of Huntingdonshire's total population growth attributable to each age cohort. As can be seen, Huntingdonshire would experience a significant increase in the over 40 year old age cohorts combined with a considerable reduction in the school age and the young professional and working age population.

Table 5.13: Total Change in Population by Age Group 2006-2021

	Change from 2006 - 2026	
	Scenario 1 - St Neots Low	Scenario 2 – St Neots High
0-4	- 500	- 300
5-10	- 1,800	- 1,600
11-15	- 2,100	- 2,000
16-19	- 1,400	- 1,300
20-24	- 1,200	- 1,000
25-39	- 1,000	- 200
40-64	700	1,300
65-74	7,500	7,600
>75	11,400	11,400
Total Population	11,600	13,900

Population ageing is particularly significant in Huntingdonshire as a result of the rapid population growth in the District in the 1970s and 1980s with many young people moving in to new post-war houses. These people are now entering older age over the 2006 to 2026 period. While the Table 5.13 illustrated total population change, Table 5.14 explains the percentage change in age cohort population between 2006 and 2026.

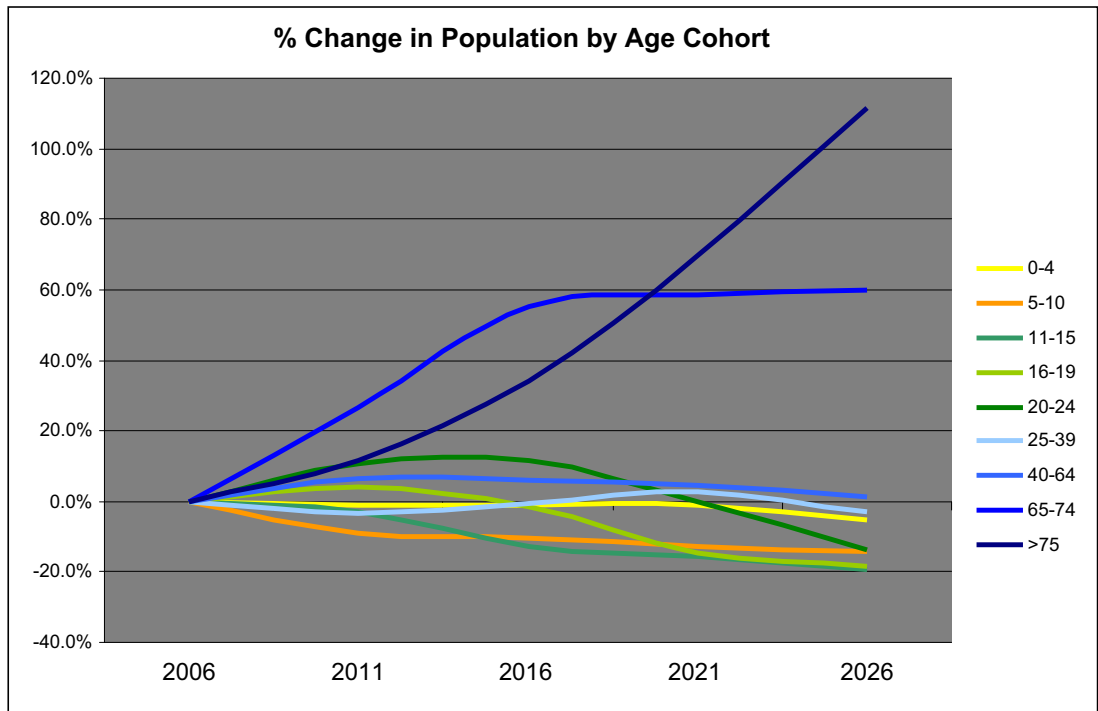
Table 5.14: Percentage Change in Population by Age Group 2006-2026

	Percentage Change from 2006 - 2026	
	Scenario 1 - St Neots Low	Scenario 2 – St Neots High
0-4	-5.4%	-3.3%
5-10	-14.4%	-12.8%
11-15	-19.3%	-18.3%
16-19	-18.4%	-17.1%
20-24	-14.0%	-11.6%
25-39	-3.1%	-0.6%
40-64	1.2%	2.3%
65-74	60.0%	60.8%
>75	111.8%	111.8%
Total Population	7.2%	8.6%

Figure 5.10 illustrates the percentage change in age cohort specific population for Scenario 1 (St Neots Low). We have not illustrated Scenario 2 as the graph

appears almost identical in appearance. As can be seen, the over 65 year age cohorts will experience considerable growth with the >75 year age cohort more than doubling between 2006 and 2026.

**Figure 5.10: Graph to show Percentage Change in Population by Age Group 2006-2026 – based on Growth Scenario 1**



**Summary of District Wide Population Change**

Put simply, the Cambridgeshire County Council Research Group population forecasts foresee the existing population growing over time through natural change (births outnumbering deaths). At the same time, the average household size will be falling (partly due to the marked population ageing) and therefore the number of newly forming households generated by the existing population will increase. It is then assumed that a high proportion of the new homes planned for the district will be occupied by this existing (but changing) population. As a result, the assumption toward net migration, the number of in migrants against the number of out-migrants, is that this becomes negative after 2016, with the district effectively exporting people to other areas.

**District Level population impact attributable to new housing**

As discussed earlier these population forecasts would on first appearance seem to underestimate the direct impact of building the potential housing trajectory for Huntingdonshire as outlined earlier. However, to really see the impact of those homes it is useful to see the theoretical change in population across the district if no new homes were planned or built.

In order to examine the direct impact of the proposed new homes at the district level the CCCRG have run a special version of their model which has effectively stripped out the proposed housing growth and assumed no new

homes would be built over the 20 year period. The table below illustrates this scenario

**Table 5.15: CCCRg Population change assuming No Housing Trajectory**

Age Cohort	2006	2011	2016	2021	2026	change 2006-2026
0-4	9,200	8,100	7,100	6,800	6,800	-2,400
5-10'	12,500	10,600	9,200	8,200	8,000	-4,500
11-15'	10,900	10,000	8,300	7,400	6,600	-4,300
16-19'	7,600	7,500	6,600	5,400	4,800	-2,800
20-24	8,600	8,600	8,200	7,200	6,100	-2,500
25-39	31,800	26,700	24,000	24,800	25,100	-6,700
40-64	57,400	58,400	54,800	51,000	47,400	-10,000
65-74	12,500	15,400	18,500	18,500	18,400	5,900
75+	10,200	11,200	13,200	16,500	20,500	10,300
<b>Total</b>	<b>160,700</b>	<b>156,500</b>	<b>149,900</b>	<b>145,800</b>	<b>143,700</b>	<b>-17,000</b>

As can be seen from the results table above, this lack of housing growth sees a significant fall in the total population by 17,000 people. The ageing population can be seen from the reduction in natural change and dominance of deaths over births and the net migration can be seen to be negative from 2006 onwards.

Therefore it can be assumed that the difference between the standard population forecasts (as presented earlier) and this theoretical no housing projection would indicate the direct impact from building the homes set out in the housing trajectory. This would suggest between 2006 and 2026 the direct impact of building out the housing trajectory would create 30,900 additional people in Huntingdonshire.

#### **Local Area population impacts attributable to new housing**

Unfortunately the CCCRg population forecasts are only available at the district wide level and do not let us investigate the population change in specific areas. However, for the purpose of the Local Investment Framework and specifically in order to undertake an analysis of the direct social infrastructure requirements associated with the potential growth in housing, EDAW have undertaken a second sensitivity testing exercise where the direct population associated with new housing sites has been modelled through the application of average household sizes and associated age profiles.

The process by which this was undertaken and the assumptions used to undertake the modelling are set out clearly within the Appendix to this report. As an overview however, the following methodology of analysis has been carried out:

- We have taken the latest housing trajectories for all areas of Huntingdonshire
- Researched a theoretical housing tenure and unit size mix for new developments in Huntingdonshire.
- Applied the theoretical housing tenure mix and unit size mix to all units based on best available information from HDC.

- Simplified the housing completions to fit into 4 phases (plus a additional 2021-2026 scenario to allow for the 2nd housing scenario at St Neots)
- Researched the household characteristics (age profiles) of Huntingdonshire new housing developments (in terms of tenure and unit size) using three key sources (the ONS, Core affordable housing data, and the Huntingdonshire New Housing Survey)
- Established average household sizes for different types of properties in the area.
- Established age profiles for different types of properties in the area.
- Applied the average household sizes and age profiles to the phased housing completions (tenure and unit size specific) to generate phased total population figures for the key areas.
- Researched the proportion of new homes which are occupied by people from within Huntingdonshire District (again by tenure) to establish a new home origin proportion.
- Applied the new home origin proportion to market, social rented and intermediate populations to establish the amount of people in the District associated with new homes and new to the district.

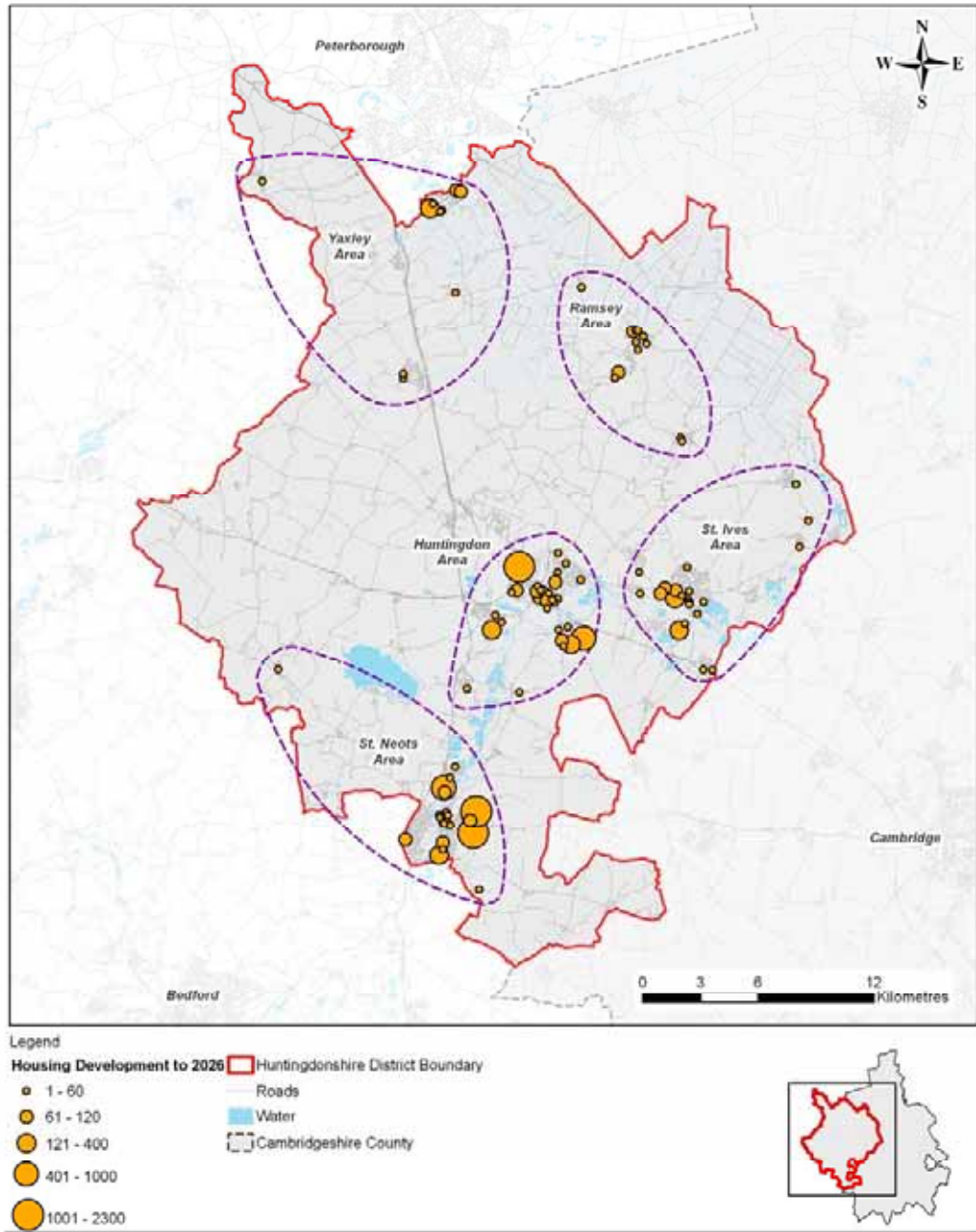
#### **Direct Population impacts associated with the potential housing development**

For the purposes of the population modelling and social infrastructure assessments we have grouped the housing and associated population into the following 5 Areas and one non spatial area:

- Huntingdon Area
- Yaxley Area
- Ramsey Area
- St Ives Area
- St Neots Area
- Sites without Locations (small sites aggregated)

The grouping of these areas is illustrated in Figure 5.11.

Figure 5.11: Illustrative Map of 5 areas to group population impact of potential housing growth to 2026



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

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Having applied the methodology and assumptions outlined in this appendix to this report, the following population is assumed to occupy the new housing which is proposed for Huntingdonshire over the next 20 years.

**Table 5.16: Total population occupying potential housing developments**

Key New Housing Areas	Total Population in New Homes				
	2011	2016	2021	2026 (low)	2026 (high)
Huntingdon Area	2,430	5,730	8,745	9,332	9,332
Yaxley Area	739	1159	1159	1159	1159
Ramsey Area	257	989	1102	1102	1102
St Ives Area	939	2361	3047	3122	3122
St Neots Area	2,341	6,312	12,010	12,460	14,508
other small sites aggregated	1,052	1,579	1,579	1,579	1,579
<b>Total</b>	<b>7,759</b>	<b>18,130</b>	<b>27,642</b>	<b>28,754</b>	<b>30,802</b>

### Conclusions

As explained in details throughout this paper, Huntingdonshire will experience a growth in population over the next 20 years of around **13,900**. If there were no new homes being built the population size would not remain constant but would instead fall quite dramatically and age as well. Instead, because the district is planning to accommodate between 12 and 13 thousand new homes between 2006 and 2026, the population will grow as a total and age to a lesser degree.

It can also be said that as a direct result of those 12 to 13 thousand new homes being built, a population of around **30,800** people will occupy homes in areas of Huntingdonshire which on the majority have not, until they are built, accommodated population. These 30,800 people will have come from a number of places:

1. in-migrated into the district from outside the district – this as suggested by the EDAW sensitivity work (see appendix) could be around 11,000 of the 30,000 people,
2. or, moved into the new homes from within the district (domestic migration) and this could as suggested by the EDAW sensitivity testing work could be the remaining 19,800 people, but consists of:
  - a. in some cases people moving house leaving an empty property behind (and subsequently attracting further in-migration or domestic migration and filling that space)
  - b. or, in other cases be people forming new households through, for example, leaving home and buying first homes or through families splitting into two from divorce., effectively not leaving an empty home behind but less people (a smaller household)

The difficulty this presents for the Huntingdonshire LIF is that we effectively have comprehensive population forecasts at a district wide level (which take



into account natural change and migration) but we have incomprehensive population forecasts at the lower geographical level (understanding only the gross change in population associated with new homes but not the natural change and internal external migration of existing homes).

It could be assumed therefore that if the district as a whole will experience a total population increase of around 13,900 people but there will be 30,800 people living in new homes. Therefore somewhere else in Huntingdonshire a population decrease of 17,000 people will occur over the period of 2006 to 2026. This will not mean a reduction in the existing homes but simply a reduction in household size and an aging population. Therefore future infrastructure planning in Huntingdonshire will need to work on two levels:

1. Understand that at a district level the total population will decrease in areas and predominantly in some of the younger age cohorts. Therefore infrastructure rationalisation will be required across some service sectors such as education. At the same time these areas may be also seeing an increase in the older age cohorts and services sectors such as health and social care will need to plan for this. The difficulty here will be predicting spatially where the 'negative population change areas' will be.
2. On the other hand, in areas of new housing growth, predominantly around the key market towns there will be areas of housing accommodating a large increase in population and potentially younger age cohorts which will require infrastructure to service their requirements. This infrastructure may well already exist in that area, underutilised and able to provide a proportion of that infrastructure requirement with its surplus. In other cases however where that is not the case, that infrastructure will need to be provided in its entirety.

For the purpose of assessing the gross level of new infrastructure required in direct relation to the planned housing EDAW has assessed (taking into account the likely age profile) the needs of the 30,800 people living in 13,000 new homes across 5 spatial areas (sub areas of Huntingdonshire):

- Yaxley
- Ramsey
- Huntingdon
- St Ives
- St Neots
- + one aggregation of remaining non spatial sites



# 6. Infrastructure Review



## INTRODUCTION

Before the level of infrastructure needed to support the growth projections can be identified, it is crucial to develop an understanding of the capacity of the existing infrastructure in the District to cope with current demand. We present within this chapter the following infrastructure topics:

- Transport
- Utilities
- Local Social Infrastructure



## TRANSPORT

The housing growth projections set out in the emerging Core Strategy will place pressure on the transport networks within the HDC area. Improvements to the transport systems will have to be made to ensure that the growth can be accommodated. In developing the future transport network the objectives of local and regional transport policy need to be taken on board. The transport objectives for the HDC area are set out in the Cambridgeshire County Council Local Transport Plan and the associated Market Town Transport Strategies covering Huntingdon, St Neots and St Ives.

This section of the Local Investment Framework report identifies, where possible, the infrastructure improvements that will be required by reference to earlier studies provided by Cambridgeshire County Council, Huntingdonshire District Council and their consultants. This section also identifies where there are deficiencies in the information available and identifies further analysis that is being carried out.

The objectives of the Cambridgeshire County Council Local Transport Plan, within whose context the proposed transport improvements are set, are as follows:

- To create a transport system that is accessible to all;
- To protect and enhance the built and natural environment;
- To develop integrated transport and to promote public transport, walking, cycling and other sustainable forms of transport;
- To make travel safer;
- To provide a transport system that supports the economy and growing population of the County;
- To maintain and operate efficient transport networks.

The Transport Strategies for Huntingdon and Godmanchester, St Neots and St Ives form part of the LTP and provide a programme of integrated transport schemes that are aimed to address local transport issues. The currency of

these documents varies. While there are no proposals to review the St Ives strategy before the Local Transport Plan review in 2011, both the Huntingdon and Godmanchester, and the St Neots strategy are all subject to review. The Huntingdon and Godmanchester transport strategy takes no account of the A14 Ellington to Fen Ditton scheme discussed later in this section. When traffic modelling work, assessing the impact of this scheme, is completed the Huntingdon and Godmanchester transport strategy can be reviewed. A number of the schemes in the current strategy are likely to be dropped when the impact of the A14 scheme is known. The St Neots Market Town Transport Strategy has recently been reviewed and the completion of a new traffic model for St Neots will inform the actions emerging from the review as well as options from the Local Development Framework. It should also be noted that a Market Town Transport Strategy is being prepared for Ramsey with approval expected from late 2009.

### Current Transport Situation

Table 6.1 shows the travel to work patterns for the residents of Huntingdonshire, taken from the 2001 census data, compared with the region and England as a whole.

Table 6.1: Travel to Work Modal Split

Mode	Huntingdonshire	East of England	England
Home working	10%	9%	9%
Train, underground, tram	3%	7%	7%
Bus	3%	4%	8%
Motorcycle	1%	1%	1%
Car/van	65%	59%	55%
Passenger	6%	6%	6%
Taxi	0%	1%	1%
Bicycle	4%	4%	3%
Walk	8%	9%	10%

Source: 2001 Census

The table above demonstrates that the predominant mode of travel for the journey to work in 2001 in the HDC area was the private car. The 65% mode share was in excess of both the regional and national figure. Despite the high car usage, the journey to work surveys has shown that a significant proportion of the commuting trips are short distance within the market towns and their close surrounding areas. These trips most lend themselves to being encouraged to shift to more sustainable modes by the provision of improved walk, cycle and bus networks.

## Existing Infrastructure Analysis

### Highway Network

#### Strategic Highway Network

Huntingdonshire is connected to the rest of the country by two strategic trunk roads, the A1 and the A14. The A1 is a primary north south trunk road link between London and Edinburgh. While providing for long distance through traffic and traffic movements between Huntingdonshire and the rest of the country, the A1 also provides the principal highway connection between St Neots and Huntingdon. The A1 is generally free-flowing within Huntingdonshire but does experience some limited peak hour congestion at the at-grade roundabout junction with the B661 at Buckden.

The A14 is a major east west trunk road between the port of Felixstowe in the east and the M1/M6 junction in the west. The A14 can suffer congestion at any time of the day and significant peak hour congestion. This causes traffic to choose to use alternative local road connections leading to congestion in Huntingdon, Godmanchester and St Ives.

#### Huntingdon Highway Network

Huntingdon lies approximately 18 miles North West of Cambridge. The A14 runs just to the south of Huntingdon town centre and between Huntingdon and Godmanchester. The A14 has two junctions from which Huntingdon can be accessed; at the Godmanchester exit coming from the east, and at the A14/A141 junction coming from the west. The A1 can be accessed from the A14. The A14 and the A141 form an outer ring road around Huntingdon, with the exception of the south east part of the town, where Main Street, Hartford Road and Riverside Road provide a link connecting the A14 and the A141. Riverside Road, Castle Moat Road, St John's Street, Cromwell Walk, Brookside and Nursery Road all join to form the Huntingdon Inner Ring Road (HIRR). Huntingdon and Godmanchester are linked by The Avenue, which passes under the A14 and over the River Great Ouse.

#### St Neots Highway Network

St Neots lies 19 miles to the west of Cambridge, which can be accessed via the A428. The A1 passes directly to the west of St Neots, providing direct route to Huntingdon and Peterborough to the north, and Stevenage and London to the south. The A421 runs south west to Bedford, whilst the B645 connects St Neots to Kimbolton and Rushden to the northwest. The A428 and A1 form a southerly and westerly ring road around St Neots and Eaton Socon, resulting in minimal amounts of through traffic for St Neots. The town centre can be accessed from these primary roads via the B1428, B1048, B1043 or the B1041.

#### St Ives Highway Network

The A1123 passes through central St Ives and links to Houghton and Huntingdon in the west, and Earith and Haddenham to the east. The A1096 runs south to join the A14 at junction 26, whilst the B1040 runs north to Somersham. Otherwise, St Ives primarily constitutes minor residential roads.

## Public Transport

### Huntingdon Bus Services

A comprehensive network of local and regional buses serves Huntingdon and its surrounding communities. The existing bus services are set out in Table 6.2.

Table 6.2: Bus Services serving Huntingdon

Service	Route
30	Hinchingbrooke Hospital - Huntingdon bus station bay 2 - Huntingdon Regional College - Huntingdon Tesco - RAF Wyton main gate - Old Hurst St Ives Road - Warboys High Street - Wistow Parsonage Street - Bury High Street - Ramsey Great Whyte
35	March Broad Street - Manea High Street - Chatteris Police Station - Warboys - Pidley Mad Cat - Somersham The Cross - Somersham The Trundle - Colne East Street - Earith Cook's Drove - Earith High Street - Bluntisham opp. White Swan - Needingworth opp. Queens Head - St Ives bus station bay - Hemingford Grey Glebe Road - Hemingford Abbots Axe & Compass - Godmanchester Post Street - Huntingdon bus station - Hinchingbrooke Hospital - Hinchingbrooke Business Park
45	Cambridge Drummer Street - Girton Corner - Bar Hill Tesco - Fenstanton clock tower - St Ives bus station - St Ives Burrel Road - St Ives Marley Road - St Ives Hill Rise - RAF Wyton main gate - Houghton clock tower - Hartford Desborough Road - Huntingdon bus station - Huntingdon rail station
46	Huntingdon bus station bay - Great Stukeley Owl End - RAF Alconbury Main gate - Alconbury Crown - Alconbury Weston - Sawtry Green End Road - Sawtry Green - Conington turn - Glatton Addison Arms - Stilton Church Close - Folksworth Washingley Road - Yaxley crossroads - Hampton Vale Hempsted Road - Hampton Serpentine Green - Woodston Celta Road - London Road - Drill Hall - Peterborough Queensgate
55	Huntingdon bus station- Oxmoor Lord Protector- Hartford - St Ives Hill Rise- St Ives bus station- Cambridge Drummer Street
65,66	Huntingdon Tesco - Sapley The Longbow - Sapley Square - Oxmoor Lord Protector - Huntingdon bus station - Hinchingbrooke Hospital - Brampton Miller Way - Brampton High Street - Buckden The Green - Offord Cluny The Swan - Offord D'Arcy Graveley Rd - Great Paxton The Green - Little Paxton Gorden Road - St Neots Longsands Road - St Neots rail station - St Neots Market Square
x14	Hinchingbrooke hospital - Huntingdon rail station - Huntingdon brookside - Hartford Longstaff Way - St Ives Hill Rise - St Ives Ramsey Road - St Ives bus station - Fenstanton clock tower - Fen Drayton three tuns - Bar Hill Tesco - Cambridge regional college - Cambridge science park
x30	March Broad Street - Wimblington Finnrove - Doddington clock tower - Ramsey Great Whyte - Bury High Street - Wistow Parsonage Street - Chatteris - connections off 35 - Warboys High Street - Old Hurst St Ives Road - RAF Wyton main gate - Huntingdon Tesco - Huntingdon Regional College - Huntingdon bus station bay 2 - Hinchingbrooke Hospital

Bus services to Huntingdon will be improved by the opening of Cambridgeshire Guided Busway which is discussed in more detail later in this section.

Huntingdon Bus Station serves as an origin and final destination for a number of services. It is well located in the Town Centre between Walden Road and Princes Street. Bus access to the Bus Station has been improved by a contra-flow bus lane on the Inner Ring Road.

### St Neots Bus Services

St Neots is served by local bus and national coach services providing links to destinations throughout Cambridgeshire and beyond. The existing bus services are set out in Table 6.3.

**Table 6.3: Existing Bus Services Serving St Neots**

Service	Route
18,18a	Cambridge Drummer Street bay 7 - Newnham Grange Road - Grantchester bus shelter - Barton Conkers bus shelter - Comberton Village College - Toft Red Lion - Kingston Green - Great Eversden The Hoops - Little Eversden Wheatsheaf - Wimpole Cambridge Road - Arrington Bridge - Bourn Golden Lion - Cambourne Business Park - Cambourne Morrisons - Lower Cambourne Woodfield Lane - Caxton Brockholt Lane - Papworth Everard Hospital - Eltisley The Green - Longstowe Fox - Little Gransden Chequers - Great Gransden Crown & Cushion - Little Gransden Chequers - Waresley Duncombe Arms - Gamlingay Mill Street crossroads - St Neots rail station - St Neots Market Square
28	St. Neots Market Square - St. Neots Tesco - Eynesbury Potton Road - Abbotsley Church - Waresley Duncombe Arms - Gamlingay Crossroads arr.
64	Eynesbury superstore - Eynesbury Andrew Road - Eynesbury Howitts Lane - Eynesbury Duck Lane - St Neots rail station - Longsands Road - Market Square - Eaton Ford Cross Hall Road - Eaton Ford Cross Monarch Road - Eaton Socon Nelson Road - Eaton Socon Gt North Road - Eaton Socon Queens Gardens - Eaton Ford St Neots Road
65,66	Huntingdon Tesco - Sapley The Longbow - Sapley Square - Oxmoor Lord Protector - Huntingdon bus station - Hinchingbrooke Hospital - Brampton Miller Way - Brampton High Street - Buckden The Green - Offord Cluny The Swan - Offord D'Arcy Graveley Rd - Great Paxton The Green - Little Paxton Gorden Road - St Neots Longsands Road - St Neots rail station - St Neots Market Square
414	Gravelly old school - Yelling Friends Close - Toseland crossroads - St Neots market square
465	St Neots Market Square stop E - Little Paxton Gorden Road - Southoe church - Buckden roundabout - Little Paxton Gorden Road - St Neots Market Square
475	St Neots Market Square stop C - Eaton Ford Great North Road - Eaton Socon Monarch Road - Eaton Socon Nelson Road - Eynesbury Community College
x5	Cambridge Drummer Street bay 12 - Madingley Road Park & Ride - St Neots Cambridge Street - St Neots Market Square stop D - Eaton Socon The Green - Great Barford Golden Cross - Goldington Green Barkers Lane - Bedford bus station bay 12 - MK Campbell Park Coachway - Central Milton Keynes stop H4 - Milton Keynes A rail station stop 36 - Buckingham Tesco - Bicester Bure Place bay 2 - Oxford George Street stop A5

Discussions with stakeholders have revealed that the bus network within St Neots has developed on an ad-hoc basis as the town has grown.

### St Ives Bus Services

St Ives is served by a number bus routes. The existing bus services are shown in Table 6.4.

Table 6.4: Existing Bus Services Serving St Ives

Service	Route
15,15a,15b	Cambridge Drummer St bay 5 - Girton Corner - Bar Hill Tesco - Longstanton church - Willingham Wilford Furlong - Willingham church - Over Green - Swavesey High Street - Boxworth End - Fen Drayton - Fenstanton Headlands - St Ives bus station - Huntingdon bus station bay 2 - Hinchinbrooke Hospital - St Neots Longsands Road - St Neots rail station - St Neots Market Square
35	March Broad Street - Manea High Street - Chatteris Police Station - Warboys arrive - Warboys depart - Pidley Mad Cat - Somersham The Cross - Somersham The Trundle - Colne East Street 0 Earith Cook's Drove - Earith High Street - Bluntisham opp. White Swan - Needingworth opp. Queens Head - St Ives bus station bay 4 - Hemingford Grey Glebe Road - Hemingford Abbots Axe & Compass - Godmanchester Post Street - Huntingdon bus station - Hinchinbrooke Hospital - Hinchinbrooke Business Park
45	Cambridge Drummer Street - Girton Corner - Bar Hill Tesco - Fenstanton clock tower - St Ives bus station - St Ives Burrel Road - St Ives Marley Road - St Ives Hill Rise - RAF Wyton main gate - Houghton clock tower - Hartford Desborough Road - Huntingdon bus station - Huntingdon rail station
55	Huntingdon bus station- Oxmoor Lord Protector- Hartford - St Ives Hill Rise- St Ives bus station- Cambridge Drummer Street
431	Great Raveley Tynedale - little Raveley - Wennington - Abbots Ripton - Kings Ripton - Broughton - Old Hurst - Woodhurst - Houghton - St Ives bus station
x14	Hinchinbrooke hospital - Huntingdon rail station - Huntingdon brookside - Hartford Longstaff Way - St Ives Hill Rise - St Ives Ramsey Road - St Ives bus station - Fenstanton clock tower - Fen Drayton three tuns - Bar Hill Tesco - Cambridge regional college - Cambridge science park - Great Paxton The Green - Little Paxton Gorden Road - St Neots Longsands Road - St Neots rail station - St Neots Market Square

Existing services tend to be routes running into or through St Ives from outlying areas. There is no town bus service but the existing routes are considered acceptable for the existing development and the proposed expansion areas to the west. Bus services to St Ives will be greatly enhanced by the completion of the Cambridgeshire Guided Bus.

### Huntingdon Rail Connections

Huntingdon and St Neots lie on the East Coast Main Line. They are served by local services operated by First Capital Connect that connect with long distance main line services at Peterborough and Stevenage. First Capital Connect trains also link Huntingdonshire with central London and Europe via the Eurostar service at St Pancras International.

Local train services provide an 8 minute journey time between St Neots and Huntingdon. A recently completed bus/rail interchange is provided at Huntingdon Station.



## Pedestrian and Cycle facilities

### Huntingdon Pedestrian and Cycle Facilities

Huntingdon is well suited to walking and cycling given its compact nature, with residential, shopping and educational areas all being within close proximity to one another. A programme of improvements has been undertaken as part of the Market Town Transport Strategy and any infrastructure improvements associated with growth needs to build on these. The Market Town Transport Strategy promotes the implementation of a comprehensive walking and cycling network across the town.

### St Neots Pedestrian and Cycle Facilities

Due to its flat topography and compact nature, St Neots is in many ways ideal for walking and cycling; however the mode shares of these methods of transport are still low. There have been recent improvements to these networks but the uptake is still lower than hoped for.

The significant North-South barriers presented by the River Great Ouse and the East Coast Main Line have limited crossing points and these lead to the lengthening of many journeys on foot and by cycle discouraging their use. The Market Town Transport Strategy for St Neots sees the provision of a more coherent cycle network developed in partnership with Sustrans.

### St Ives Pedestrian and Cycle Facilities

Owing to its compact nature St Ives is an excellent town in which to walk and cycle. St Ives benefits from having very few main roads, with only the A1123 running through the centre and the A1096 north south route running to the east of the town. The walking and cycling strategy in the St Ives Transport Strategy proposes a network linking the main centres of population with the town centre via safer crossing points on the A1123.

## Existing Commitments

### Strategic Highway Network

#### A14 Improvements

Huntingdonshire, and Huntingdon, Godmanchester and St Ives, has long suffered from traffic conditions on the A14. Peak hour congestion and regular accidents lead to vehicles leaving the strategic road network and congesting the local network. These issues have until recently been seen as a restriction to growth along this corridor. In June/July the government released funds for two schemes that will greatly improve traffic conditions in Huntingdonshire.

The A14 Ellington to Fen Ditton scheme will bypass the current section of A14 that passes through Huntingdon and Godmanchester. This new route will be to the south of the existing A14 for 19km between Ellington, just to the west of the A1 and Fen Ditton on the A14 to the east. Within Huntingdon there are proposals to remove the existing A14 viaduct over the railway at Brampton Road and connect the old A14 into Huntingdon by improvements to the local road network. The diversion of the A14 and the removal of the viaduct will greatly improve the environment of the town centre, improve accessibility

within and across the town and improve the development potential of the town centre. The A14 diversion scheme will also improve access to St Ives.

Whilst it is accepted that the A14 scheme is subject to normal planning process, HDC have instructed that this study should be based on the assumption that the A14 scheme had been carried out and the viaduct had been removed.

In addition to announcing funding for the A14 Ellington to Fen Ditton scheme the government also announced funding for other congestion reduction measures along the remainder of the A14 including the provision of real time traffic information.

#### A428 Caxton Common to St Neots (A1)

In 2007 the Highways Agency completed the upgrade from single carriageway to dual carriageway of the A428 from Caxton Common to Hardwick. This leaves the section of road between Caxton Common at St Neots as the only single carriageway section of the A428/A421 link between Cambridge and Bedford. This last section is seen as an essential highways upgrade for the growth of Huntingdonshire and Cambridgeshire.

#### **Cambridgeshire County Council Local Transport Plan 2006-2011**

The CCC LTP identifies the allocation of funds for schemes in Huntingdonshire through the Market Town Strategies. In addition to these there is one Major Scheme that impacts on Huntingdonshire, the Cambridgeshire Guided Busway.

#### Cambridgeshire Guided Busway (CGB):

The CGB is currently under construction and due to open in spring 2009. The scheme will include 19km of guideway between St Ives and Cambridge. Bus priority measures will be introduced for the on-street sections between Huntingdon and St Ives and within Cambridge City.

When complete the CGB will provide dramatic improvements to reliability and journey times between Huntingdon, St Ives and Cambridge. A large Park and Ride facility will be provided at St Ives. The guideway will also provide a footway and cycleway along its whole length.

#### **Market Town Strategies**

The Market Town Strategies form part of the LTP and set out the programme of integrated transport initiatives for a particular market town. Market Town Strategies are available for the following towns in Huntingdonshire:

- Huntingdon and Godmanchester;
- St Neots;
- St Ives.

#### **Huntingdon and Godmanchester Transport Strategy**

This strategy provides a programme of integrated transport initiatives up until 2011. The primary aim of the Transport Strategy is to reduce traffic congestion by encouraging alternative modes of transport to the car. The Transport Strategy will be subject to review following completion of the assessment of the impact of the A14 Ellington to Fen Ditton scheme.

The Huntingdon and Godmanchester Transport Strategy includes proposals for the following transport initiatives to be taken forward:

Cycling and Walking Modes:

- Completion of a comprehensive cycling and walking network for the town comprising of seven routes;
- Provision of advanced cycle stop lines at key junctions;
- Improved streetscape including enhanced street lighting, CCTV and signing;
- Additional cycle parking provision in town centre, at bus station and other key destinations.

Public Transport Service Improvements:

- Improvements to bus stops in Huntingdon and Godmanchester;
- Bus station improvements.

Highway Improvements:

- West of Town Centre Link Road;
- Huntingdon Bypass safety and capacity improvements.

**St Neots Market Town Transport Strategy**

The revised St Neots Market Town Strategy includes the following proposals:

Cycling and Walking Modes:

- Completion of a comprehensive network of 10 cycle routes throughout the town;
- Provision of a southern cycle/pedestrian bridge across Great Ouse;
- Improved signage;
- Preparation of a cycle route map.

Public Transport Service Improvements:

- Provisions of bus maps;
- Installation of real time passenger information in the town centre;
- Provision of real time passenger information at the station.

Highway Improvements:

- Expansion of the town centre urban traffic control systems to control flow of traffic through town centre.

**St Ives Transport Strategy**

The St Ives Transport Strategy forms part of the LTP 2006-11. The strategy identifies that the following initiatives will be taken forward;

Public Transport

- Cambridgeshire Guided Busway;
- Improvements to bus stops;
- Bus priority on A1123.

Walking and Cycling Facilities

- Completion of a comprehensive walking and cycling network for the town;
- New toucan crossing on A1123.

**Ramsey Market Town Transport Strategy**

The Ramsey Market Town Strategy attached to the LTP is currently being prepared. This will include a traditional MTTs for Ramsey (although on a smaller scale, much like those strategies for other market towns) as well as an Accessibility Strategy to incorporate the areas covered by both the Ramsey and Chatteris MTTs's and a slightly wider area around them. This latter strategy is important in the context of the rural nature of the area, and the need to examine rural accessibility issues. This strategy is currently underway with expected approval in late 2009.

**Major Developments****Loves Farm**

The planning permission for 1250 houses at Loves Farm in St Neots provides funding for a number of transport initiatives through a S106 agreement. These include:

- Contribution to the St Neots Market Town Transport strategy (£2.015M);
- Contribution towards a new pedestrian/cycle bridge over East Coast Main Line (£666,000);
- Contribution to railway station improvements including access to station from east (£2.01M);
- Contribution to bus service improvements in St Neots (£500,000 Contribution to Cambridge – St Neots Transport Corridor (£1.1M). These proposals will increase bus services and improve bus facilities between St Neots and Cambridge.

**Conclusions**

There are a considerable number of transport infrastructure improvements identified in the three principal settlements. Not all of these represent a constraint to further development but many seek to rectify deficiencies in the current transport network and would contribute to more sustainable travel patterns. It is therefore important that development contributes to the implementation of these schemes which would have beneficial implications for existing as well as future travel patterns.

## UTILITIES

The proposed growth projections have been used for meetings, conversations and correspondence with Anglian Water, EDF Energy, National Grid Gas, British Telecom, the Environment Agency (EA) and the Independent Drainage Board. The need for infrastructure improvements has been identified to accommodate the proposed growth in certain areas.

In addition, it is noted that HDC has commissioned a Strategic Flood Risk Assessment (SFRA), to take into account HDC's core strategy and land-use proposals, along with the currently anticipated impact of climate change. Without intervention it is anticipated the impact of climate change would be to increase the extent of areas prone to flooding and this could have an impact on the extent and type of development that should be permitted.

Two sites proposed for development were identified by the EA flood maps as being primarily at risk of flooding. As the SFRA has yet to be completed, it was considered prudent to exclude development sites R1 (to the east of St Ives) and S (to the north of Ramsey) from the growth mapping. The extent and type of proposed development will need to be reviewed when the SFRA becomes available.

### Anglian Water

Anglian Water (AW) is generally responsible for the operation and maintenance of water supply and waste water treatment/disposal to acceptable standards within Huntingdonshire, though Cambridge Water is responsible for water supply in certain areas where smaller scale development is planned, e.g. St Ives and Fenstanton.

Anglian Water (AW) is currently preparing their pricing review proposals (PR09) for submission to OfWat. AW will be seeking budget approval for essential infrastructure maintenance and improvement works for the period 2010 to 2015. Their current draft PR09 proposals do not include any funding requests in connection with works necessary to meet anticipated growth within Huntingdonshire. Furthermore, this position is unlikely to change unless HDC commission and submit a Water Cycle Study to AW that demonstrates the need for such expenditure during the period 2010 – 2015. The latest date for AW to receive this information is March 2009.

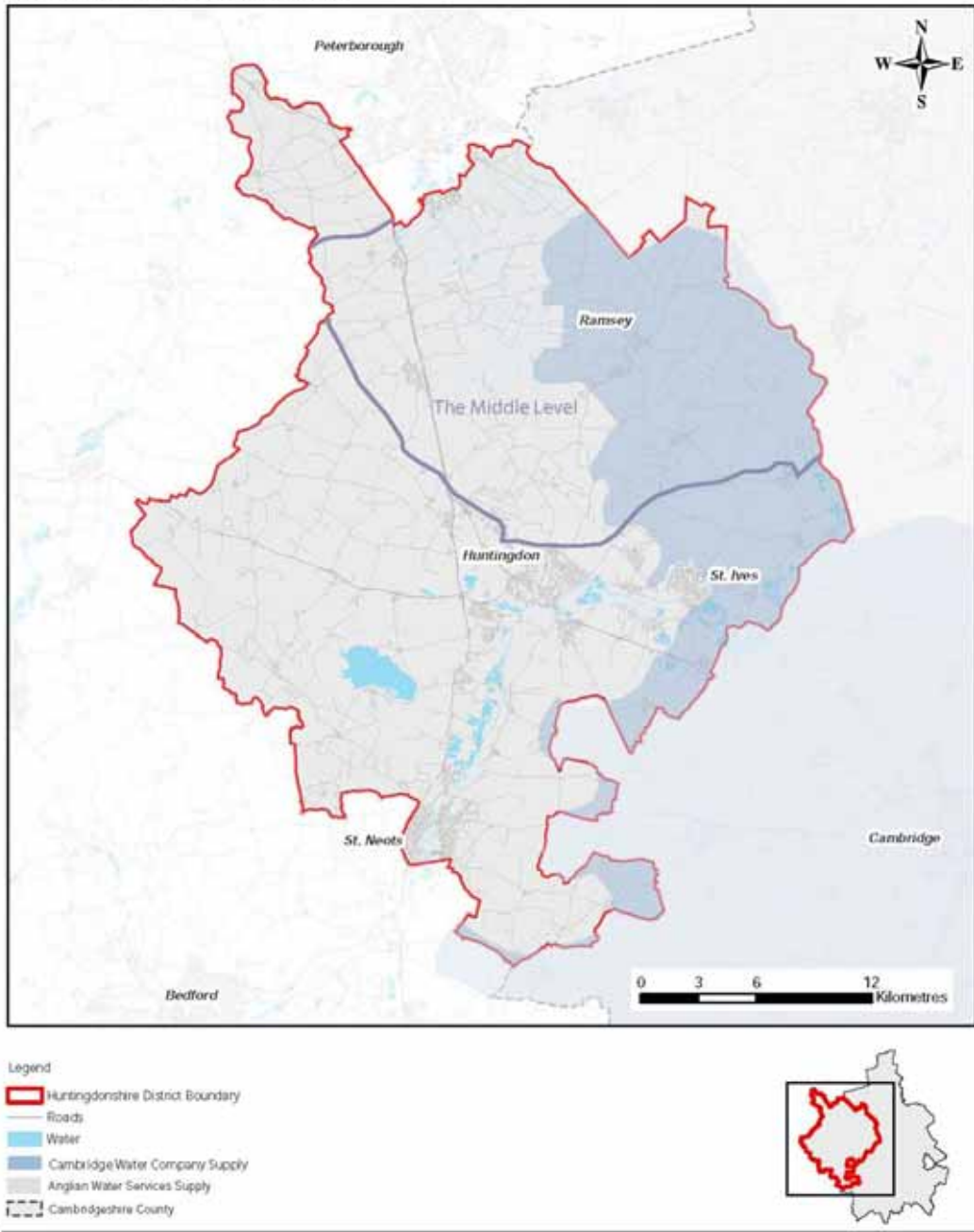
The impact of each potential growth area was discussed:

- St Neots – AW is currently negotiating an increase in discharge limit with the Environment Agency (EA) to accommodate up to 2,000 new homes. Further discharge consent negotiations will be required to accommodate the full extent of proposed growth and it is likely that these will be linked to the introduction of tertiary sewage treatment facilities alongside the existing waste water treatment plant. A new strategic sewer will also be required to support the full scale of development to the east of the railway. It is currently anticipated that the capital expenditure for these works will fall into the early part of AW's 2016 – 2020 asset management programme (AMP6).

- Huntingdon – development to the west of the railway may need to be served from Alconbury, as there are constraints in the existing rising mains at the railway and at the river crossing to the treatment works at Godmanchester. Development at Godmanchester would be easier to accommodate.
- Alconbury (NW of Huntingdon) – circa 5-6,000 properties possible before discharge consent limit at Alconbury is reached.
- St Ives – no proposal for sewer overflow reduction within current draft PR09, despite probable ground water ingress into sewer limiting growth potential.
- Brampton – circa 2,000 properties possible before discharge consent limit reached.
- Ramsey – circa 800 properties possible before upgrade required.

Whilst AW's view was that water resources are sufficient, this was on the basis that water would be extracted from the river Trent and discharged to the river Ouse, within the next 10-15 years, to permit proposed development at Milton Keynes.

Figure 6.1: Illustrative Map of Huntingdonshire Water Supply



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | AECOM

Map Source: © OS Crown copyright. All rights reserved 100022322.

© Last Updated: September 2008

Source: <http://www.cambridge-water.co.uk/community/coverage&location.asp>

## Environment Agency

The Environment Agency has responsibility for ensuring abstraction is controlled, flood risk managed and water quality improved, so that healthy and diverse ecosystems, water sports and recreation can be sustained.

The Water Framework Directive, implemented in 2003, introduced new and stringent requirements regarding water quality standards and protection of the water environment, with the aim of achieving good ecological status of all inland water bodies by 2015. To achieve this and compliance with other legislation, e.g. the Habitats Directive, the EA is working with agriculture, business, industry and other stakeholders to prevent pollution, minimise waste and realise opportunities for environmental improvement.

Growth in Huntingdonshire, as elsewhere, will need to be as sustainable as possible. The EA want to see a minimum of 25% saving on current water use, no homes located in areas of unacceptable environmental risk and no new buildings in the flood plain without a full flood risk assessment.

The EA's key observations relating to the proposed growth is as follows:

- **St Neots** – whilst the numbers of proposed units are large, there are no strategic issues affecting expansion to the east, where flood plain is limited. There are also areas outside of the flood plain within the current extent of St Neots where infill development could take place. The presence of Henbrook and Foxbrook are noted but not seen as significant flood risks.
- **Huntingdon** – no strategic issues apply here other than the need to avoid areas of flood plain.
- **St Ives** – the natural expansion direction from town planning perspectives would be to the east, with the regeneration of the existing industrial area located there. However, this part of the town is bordered by flood plain which would be an effective barrier to further eastward expansion unless major earthworks to relocate the flood volume were undertaken. Such a course of action might trigger betterment of the existing developments within flood plain nearby. Mixed use expansion towards the north and south-west should not encounter any strategic issues.
- **The Middle Level** - an area to the north east of the HDC region (and beyond) within which are 33 independent Internal Drainage Boards (IDBs). All of the Middle Level area is dependent on artificial pumped drainage to evacuate excess rainfall. Most of the Boards pump to the main Middle Level watercourses.
- **Sawtry, Yaxley and Ramsey expansion areas** are in close proximity to the Great Fens Project. Furthermore Sawtry and Ramsey are located within the Middle Level whilst Yaxley is on the very edge. Sawtry was of particular concern due to its position upstream of the Great Fens Project. Greater emphasis might be placed on waste water treatment quality from developments located here.
- **Brampton** is likely to encounter problems expanding to the north-west due to the flood plain. The EA felt that the proposal for over 830 additional units was on the high side for this area. Of further consideration would be the proximity of the diverted A14 close to the south of Brampton.



- The proposal for 420 units in **Buckden** is of concern to the EA because of flood plain issues and the extent of the proposals. However, these units are already committed or allocated and no further allocations are being considered in this area.
- **Godmanchester** – no strategic issues apply here other than the proximity of the diverted A14. However a flood defence improvement feasibility study is being considered.

### EDF Energy

EDF are basing their infrastructure planning on low growth within the region. This is partly because of competition rules, which permit 'inset agreements'. Essentially EDF do not want to commit to infrastructure costs for which demand may not materialise, or provide the capacity for another supplier to receive the benefits. Their proposals for strategic infrastructure improvements are intended to satisfy expected growth in a timely manner to meet with the requirements of the regulator, OfGen. If growth occurs more quickly than anticipated, or in a different location, then there is the potential for development to be delayed or scaled down, whilst necessary reinforcement is provided. Local infrastructure upgrades for specific developments are often likely to be undertaken after a developer has been granted planning permission and requests service, with the works being fitted into the planning and design programme at that stage.

This position is unsatisfactory for major developments or significant growth, as a new grid connection (c£10M) could take 5 -10 years to implement and a new primary substation (c£5M) could take 3 – 5 years, whereas the developer's planning permission is only valid for a three-year period. In terms of cost, EDF have traditionally only asked for contributions towards their costs to meet primary needs.

EDF identified that it is the associated growth in employment uses that are likely to cause greater difficulty in terms of supply than the growth in housing. Preliminary discussion with EDF preceded the employment trajectory information; therefore, discussions regarding the potential impact of each possible growth area were on the basis that there would be a reasonable correlation between the size of housing growth and increase in local employment provision, leading to the following conclusions:

- **St Neots** – proposed growth would require a new primary substation (10-12MW). The recent housing development to the east of the railway has taken up any 'spare' capacity. Given the 3 – 5 year timescale for implementation, this could have a significant impact on the timing of growth at St Neots.
- **Huntingdon** – improvement to the Grid is being undertaken at Eaton Socon, along with additional circuits, to provide increased capacity and reliability of supply within EDF's control, as Huntingdon is supplied from a Grid Spur, mainly from Corby at present. It is anticipated that this reinforcement will be in place by 2013, at a cost of c£10M. Revitalisation of the employment sites in Huntingdon could result in a significant increase in demand and this is partly why the reinforcement work is being undertaken.
- **Godmanchester** – likely to require c£3 - 4M of improvements

- **St Ives** – supplied from Huntingdon, so subject to same constraint as Alconbury. Further local upgrades may cost c£3M.
- **Ramsey** – The scale of development may trigger the need for a second circuit and transformer, costing c£2M.
- **Sawtry** – the limited scale of housing development proposed can be met satisfactorily by existing infrastructure, although any large scale / high demand employment use might not be.
- **Yaxley** – EDF have had to address significant problems reinforcing supply to Peterborough and their initial view was that there would be no chance of increasing the supply beyond what had now been put in place. If growth were to take place here rather than elsewhere, the cost of transformers and circuits could be c£3 – 5M.

#### **National Grid Gas**

National Grid Gas has advised that the proposed level of growth at Brampton would necessitate significant upgrading of their mains.



## SOCIAL INFRASTRUCTURE

The provision of social infrastructure to support the growth projections for Huntingdonshire needs to be determined with reference to the District's current deficit or surplus of social and community infrastructure. The rural nature of the district creates problems in relation to social infrastructure development due to a lack of critical mass. With extensive population growth centred around existing settlements, however, the demand for social and community facilities will grow significantly. Furthermore, social and community facilities can often be the anchor that draws different communities together and so will play an increasing role in the District to ensure that new and existing communities become integrated.

The level of social infrastructure (and housing typology) will need to be reflective of both the new and existing demographics of Huntingdonshire, with population growth expected to be met by an ageing population, creating a higher level of dependents in the latter age ranges and fewer children aged 0-14 years (Cambridgeshire and Peterborough Population growth and capacity planning for health and social care, January 2006).

Current policy promotes 'joined-up' social, community, health and education services, where possible through combined facilities. 'Hub' and 'spoke' type approaches are also becoming more prevalent with a range of core services delivered through large self-contained facilities at key locations, and smaller satellite facilities delivering smaller-scale local services to ensure geographic coverage.

For the purpose of this analysis, social infrastructure is defined as the following services and facilities:

- Education: Childcare/Nurseries; Children's Centres; Primary Schools; Secondary Schools.
- Health Care: GPs; Dentists; Acute Care.
- Community Facilities: Community Centres; Libraries.
- Leisure and Recreation: Public Leisure Centres and sports facilities; Open Space
- Emergency and Essential Services: Police; Fire; Ambulance services.

It should be noted that this project is concentrating on the physical infrastructure associated with the community and not human infrastructure such as staff or the ongoing revenue implications of maintenance. The scope of social infrastructure does not look specifically at cultural infrastructure outside flexible community space, libraries and leisure provision which are population specific. Wider cultural infrastructure such as theatres, cinemas and art galleries etc. are both desirable and have positive contributions to make to the place and communities but are not specifically required to enable the growth of a population. It is also very difficult to model a generic type of cultural facility such as a theatre based on a given population size.

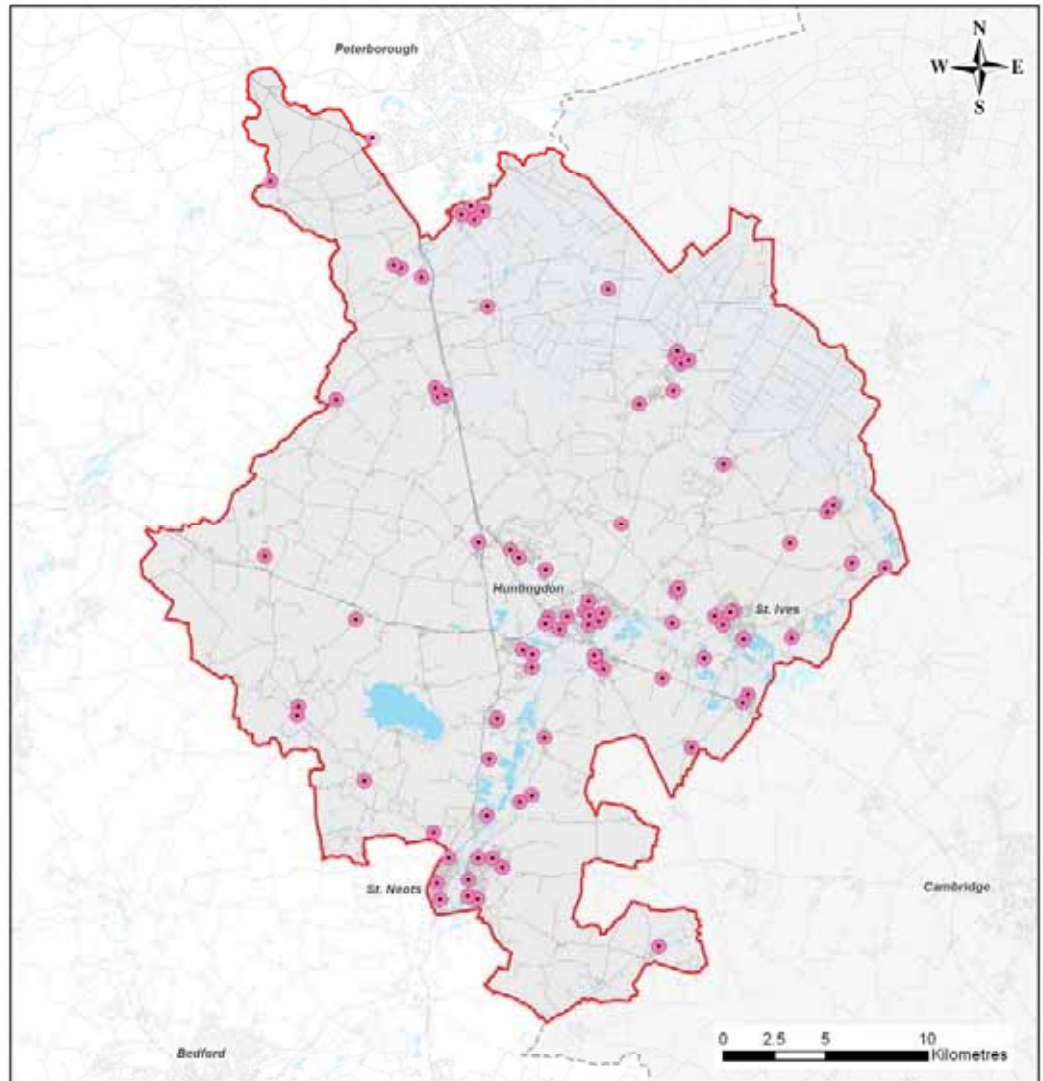
The possible uses of multi-purpose community facilities are widespread and could include, a community hall, place of worship, music appreciation, and film screenings to name a few.

The following section documents the baseline social infrastructure position, through an examination of the current location and capacity, where data is available, of existing facilities within Huntingdonshire. GIS analysis has also been employed to determine the levels of accessibility these facilities provide for local residents in their current locations. A selection of these maps is included in this chapter but more detailed maps, zooming into the local town level can be found in Appendix D.

Additionally, a review of current policy and guidance in relation to the planning and delivery of social infrastructure has been undertaken to understand the policy constraints and opportunities through which future social infrastructure may be delivered. The full review is contained in Appendix C.

Childcare

Figure 6.2: location of Childcare Facilities



- Legend
- Childcare Facilities
  - Huntingdonshire District Boundary
  - Roads
  - Water
  - Cambridgeshire County



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | AECOM

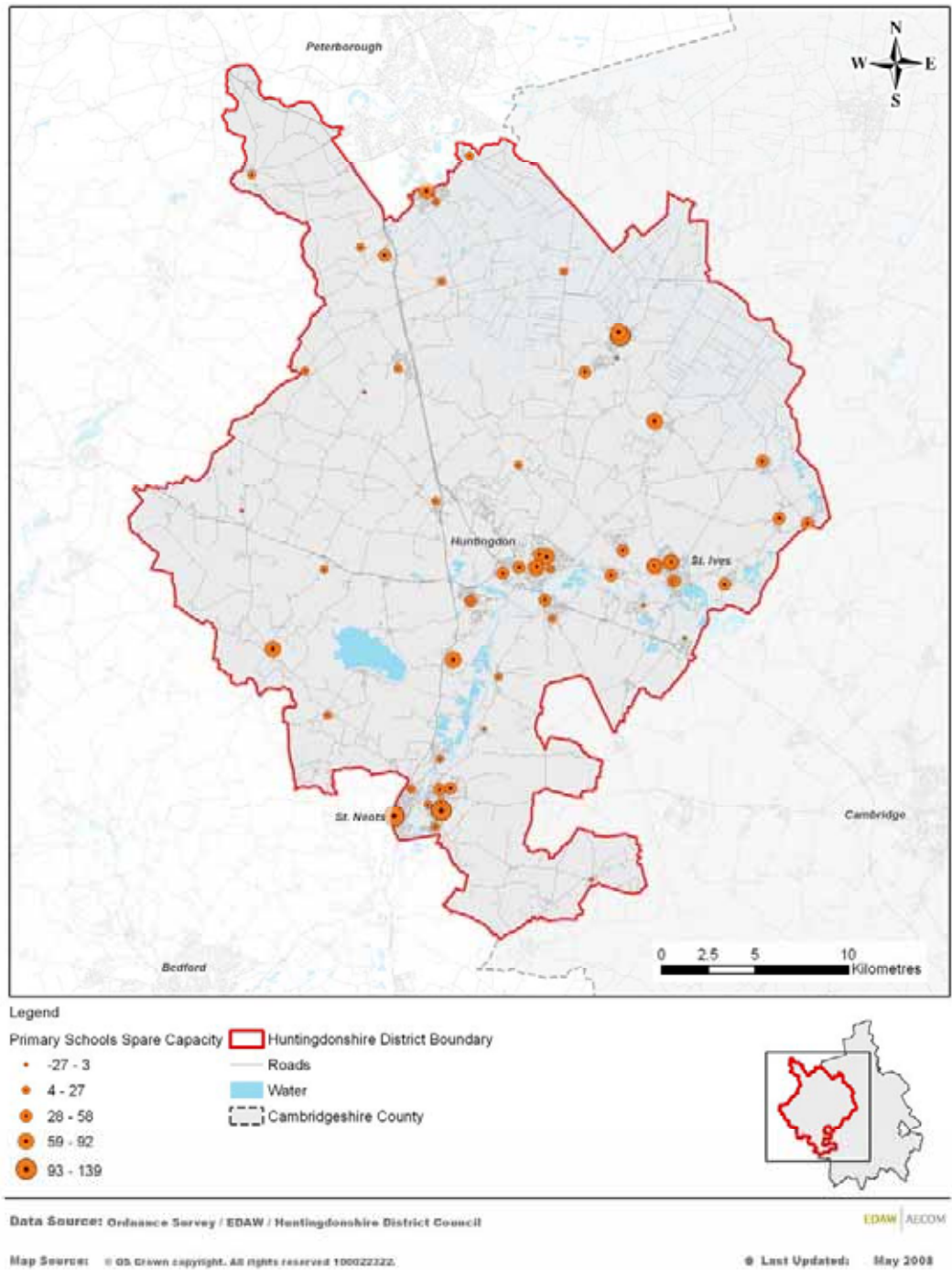
Map Source: © OS Crown copyright. All rights reserved 100022322.

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Our analysis identified just under 100 existing childcare facilities within the District. The vast majority of these are located in or near to the main towns of Huntingdon, St. Ives and St. Neots; with poor provision in the smaller villages to the west of the district.

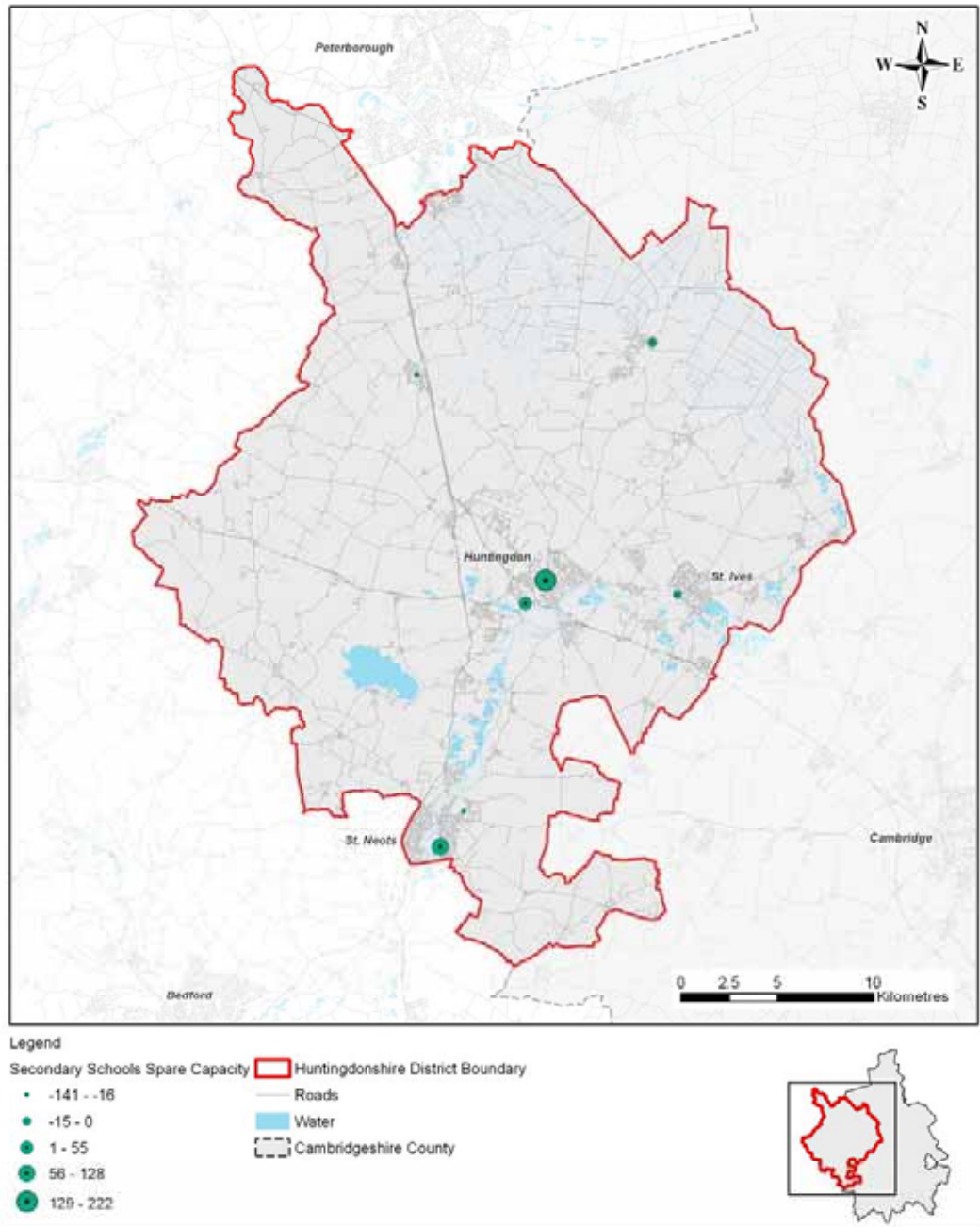
Education

Figure 6.3: location and Capacity of Primary Schools



There are a total of 63 Primary Schools across the District. Once again there are few facilities outside of the 3 main towns, implying poor access for rural residents. Even within the main towns, there are pockets of poor accessibility (see Appendix C). Currently, there are over 2,000 spare places in Huntingdonshire primary schools.

Figure 6.4: Location and Capacity of Secondary Schools



Data Source: Ordnance Survey/ EDAW / Huntingdonshire District Council

EDAW | AECOM

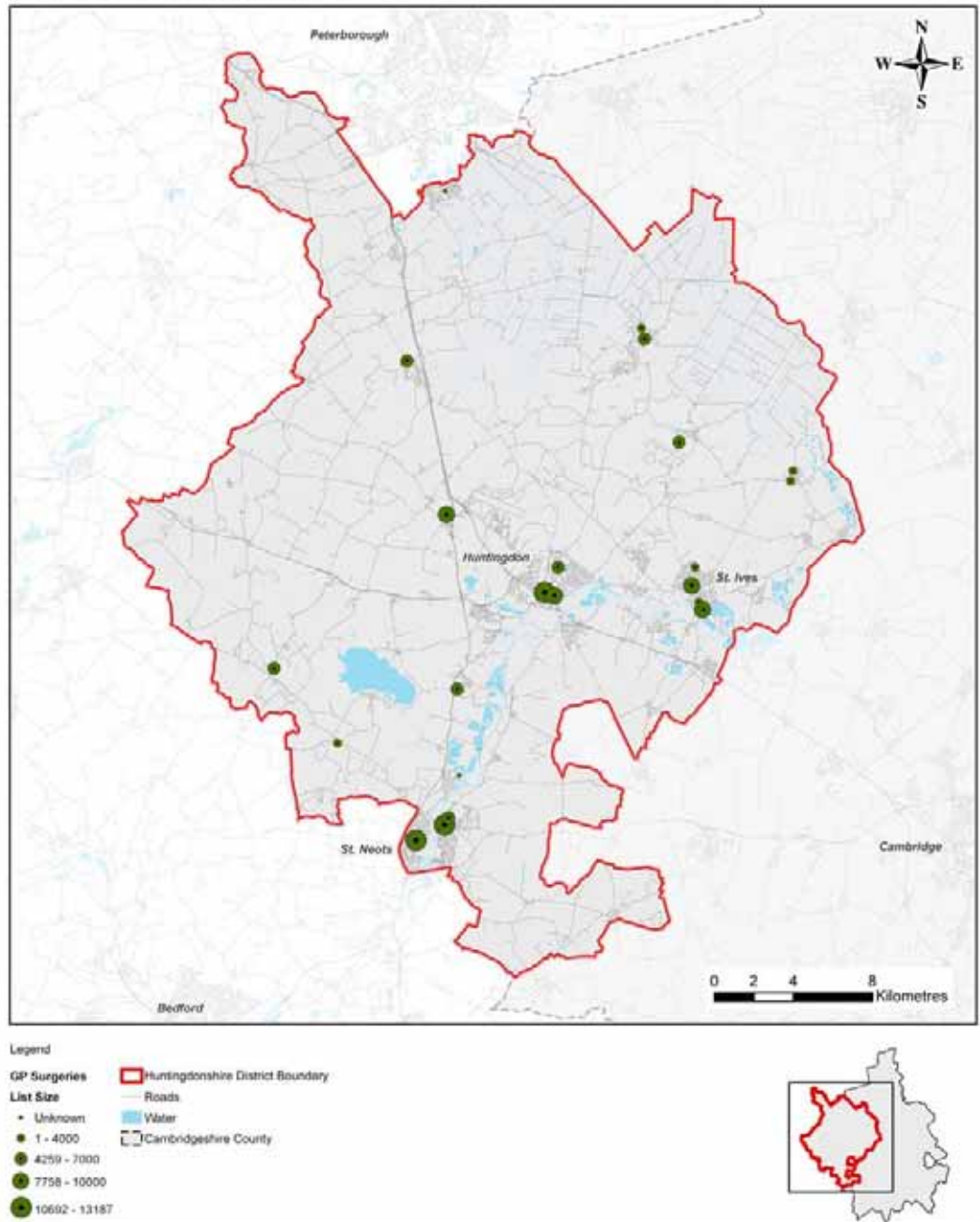
Map Source: © OS Crown copyright. All rights reserved 100022222.

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Each town within the District has at least one secondary school with the larger towns of Huntingdon and St Neots each having two. As with the Primary Schools, however, even within the main towns, there are pockets of poor accessibility (see Appendix C). The majority are essentially at capacity, although St. Peter’s School in Huntingdon and St Neots Community College have 350 spare places between them.

Health

Figure 6.5: Location of NHS GP Surgeries



Legend

GP Surgeries ■ Huntingdonshire District Boundary

List Size

- Unknown
- 1 - 4000
- 4259 - 7000
- 7758 - 10000
- 10692 - 13187

— Roads

■ Water

□ Cambridgeshire County



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | AECOM

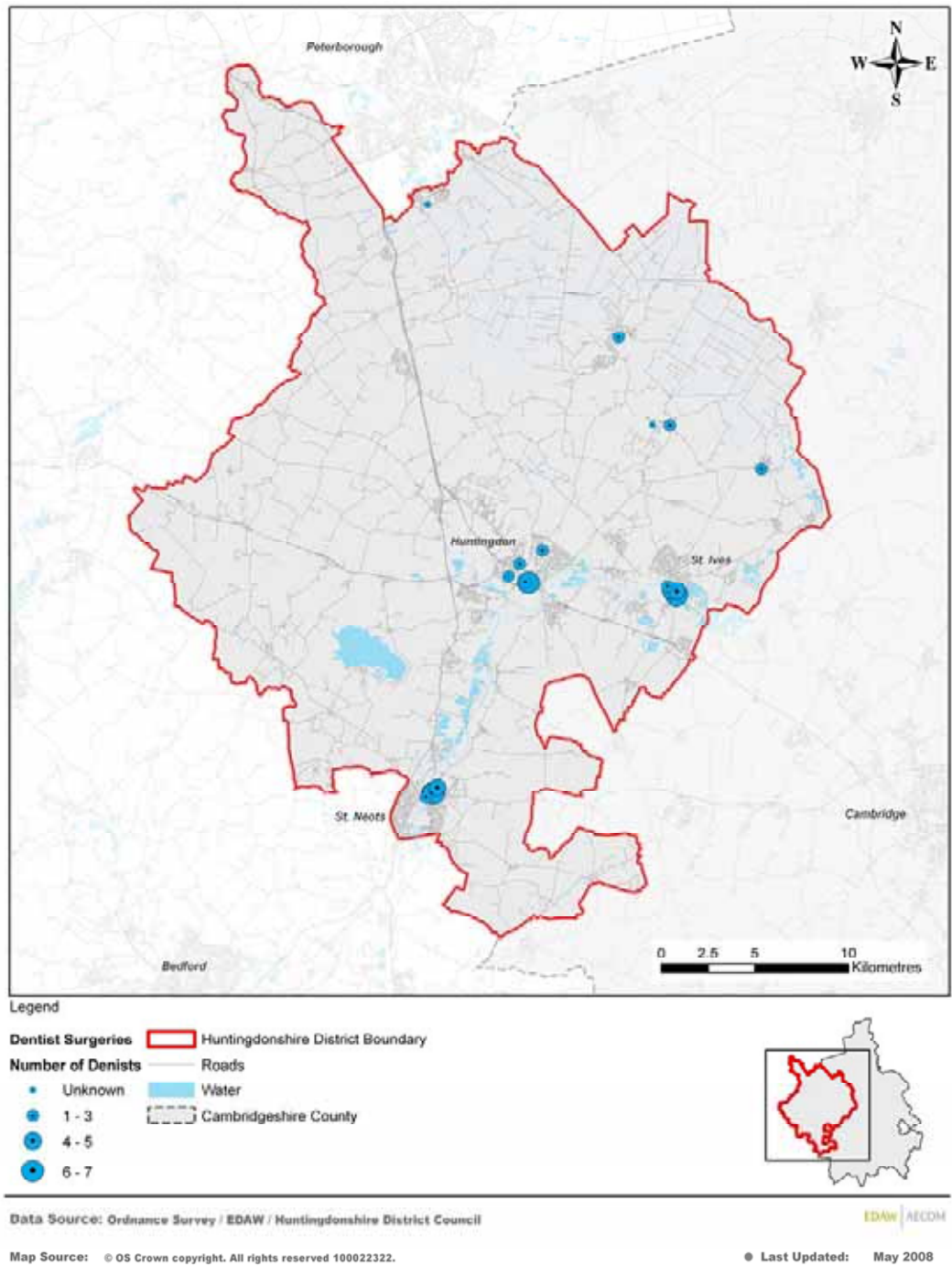
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There are 25 NHS GP surgeries in the district, of which 9 are Branch GP surgeries that operate in more rural areas on a part-time basis. Most facilities, however, are located in the main towns suggesting poorer accessibility to primary health care for those living in the rural villages to the west (Appendix C).



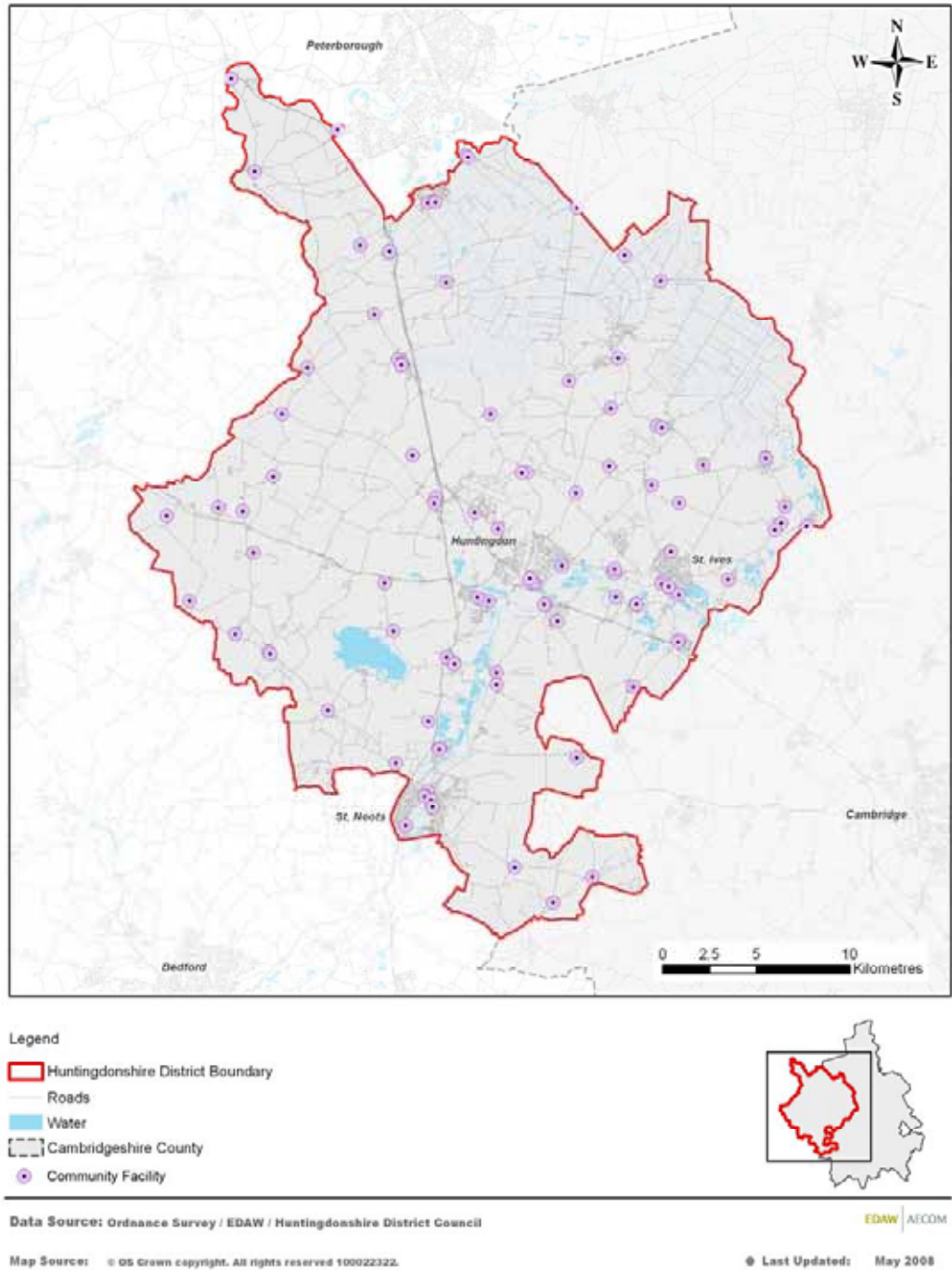
Figure 6.6: Location of Dentist Surgeries



There are 19 dentist surgeries in the district which are located almost exclusively in the three main towns. This has resulted in very poor accessibility for residents that live out in the rural villages to the west and the towns to the north, such as Sawtre and Alconbury (Appendix C).

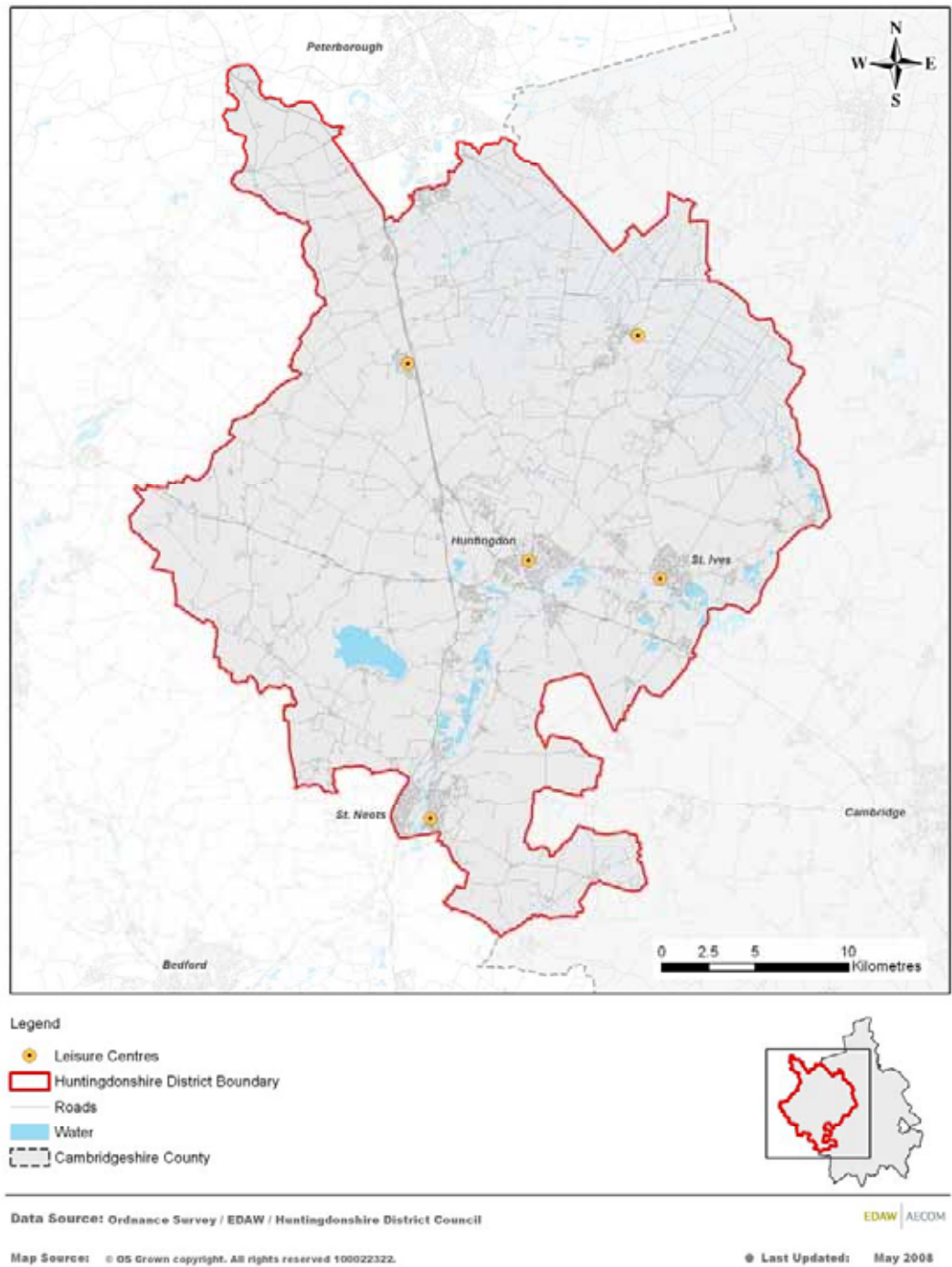
Community and Leisure

Figure 6.7: Location of Community Centres and Halls



Our analysis identified over 100 community centres and public halls in the district. The facilities have a relatively even distribution with some concentrations in the more densely-populated areas. Many facilities identified are Village Halls that have the potential to host a wide range of groups, meetings and events.

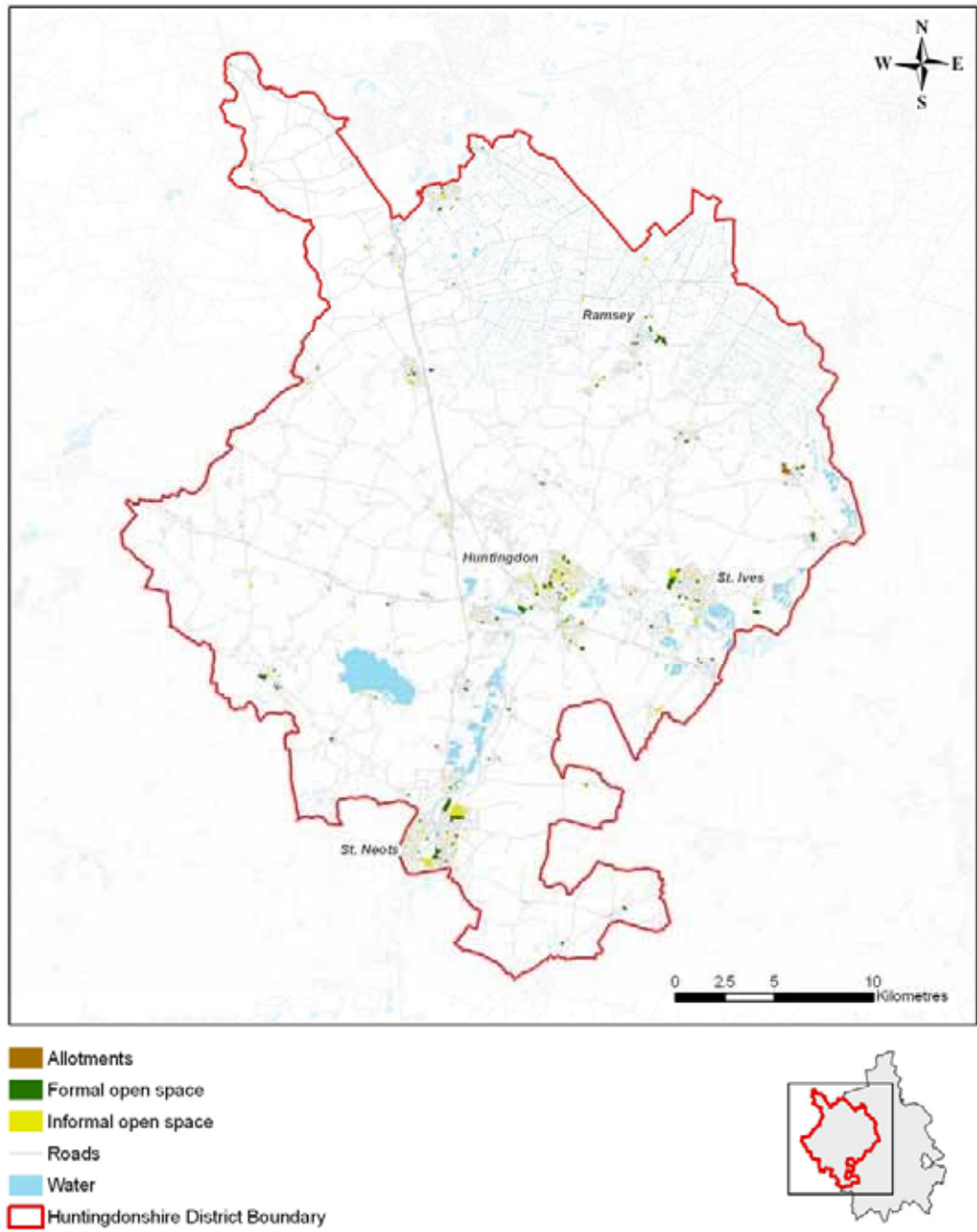
Figure 6.8: Location of Public Indoor Leisure Centres



There are five indoor public leisure centres in Huntingdonshire that are located in the towns of Huntingdon, St Ives, St Neots, Ramsey and Sawtry. Each provides a wide variety of sports and leisure activities, including swimming pools and fitness suites.

**Open Space**

Figure 6.9: Location of Open Space Provision



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | AECOM

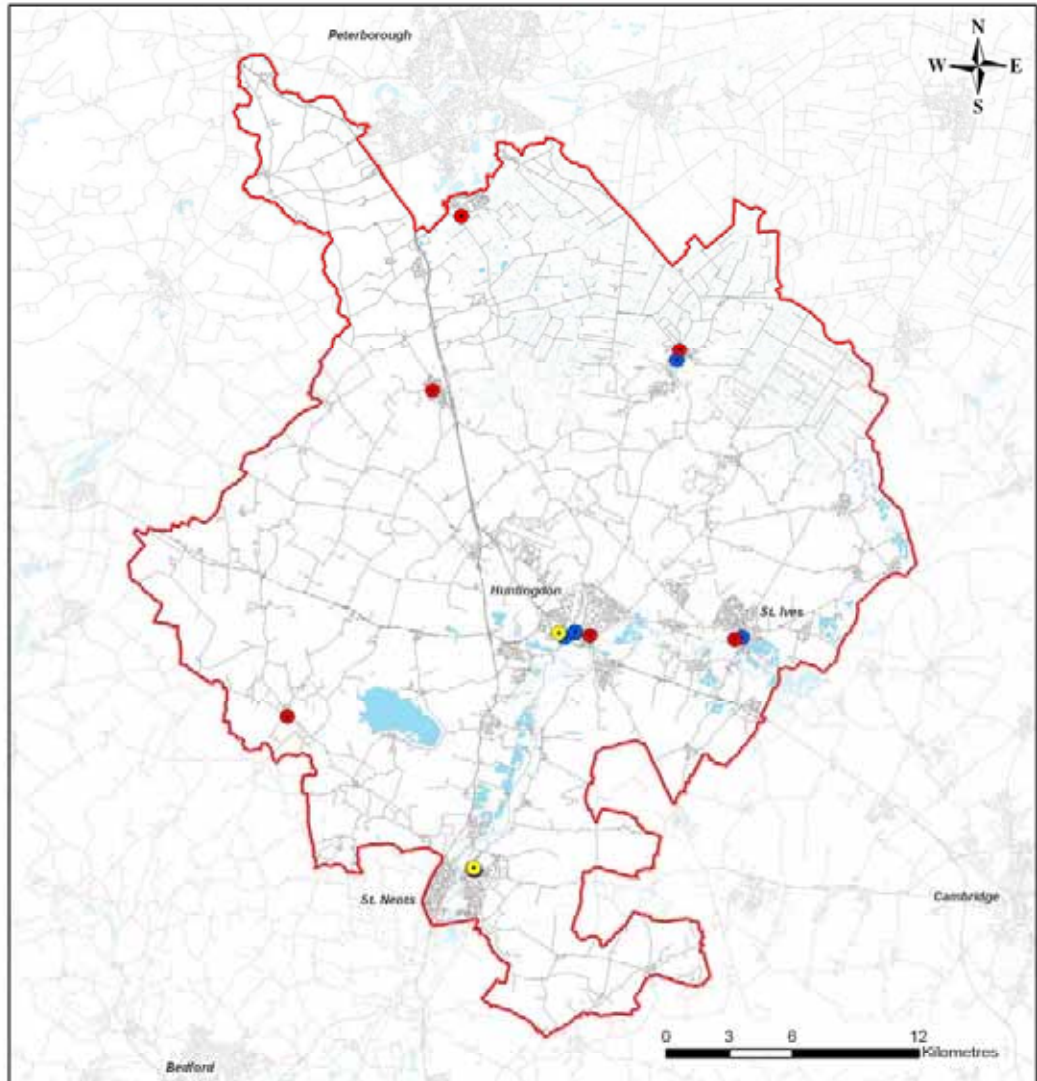
Map Source: © OS Crown copyright. All rights reserved 100022022.

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Formal open space within the District is clustered around the main settlements of Huntingdonshire. There is, however, a number of formal play areas scattered around the wider District helping to ensure compliance with local play provision standards. For greater detail refer to the area specific open space maps in Appendix D.

Emergency & Essential Services

Figure 6.10: Location of Emergency Services



- Legend
- Ambulance Stations
  - Fire Stations
  - Police Stations
  - Huntingdonshire District Boundary
  - Roads
  - Water



Data Source: Ordnance Survey / ED&W / Huntingdonshire District Council

ED&W | AECOM

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The main towns in the District are well served by police stations and Safer Neighbourhood Teams, although the northern towns of Yaxley and Sawtry have only basic facilities. There are seven fire stations and the Cambridgeshire HQ in the district that are evenly distributed across Huntingdonshire, although the villages to the north-west have poorer levels of access. There are three ambulance stations in the District located in the three main towns – this may imply poor access in north Huntingdonshire.

### Preliminary Conclusions

From our analysis of the district level population projections it would appear that planning for social infrastructure across Huntingdonshire will encompass two different dimensions. Firstly the clear ageing of population in the existing residents will present a considerable pressure on services such as health and social care for the elderly but also a shrinking demand for services such as childcare and primary and secondary schools in areas not proposed to accommodate housing growth.

Secondly and in contrast to the first, the concentrations of new housing development will generate a new population in areas which will previously not have accommodated communities and subsequently require significant infrastructure improvements, expansions and new developments. The direct population associated with these new homes will be assessed as part of this investment framework. This population is outlined below in table 6.5.

Table 6.5: Anticipated Population of New Housing Developments

		Phase 1	Phase 2	Phase 3	Phase 4 - Low	Phase 4 - High
		By 2011	By 2016	By 2021	By 2026	By 2026
<b>Huntingdon Area</b>	0 – 3 Years	226	532	812	866	
	4 – 10 Years	326	768	1,172	1,250	
	11 – 15 Years	220	518	790	843	
	<b>Total Population</b>	<b>2,430</b>	<b>5,730</b>	<b>8,745</b>	<b>9,332</b>	
<b>Ramsey Area</b>	0 – 3 Years	24	92	102	102	
	4 – 10 Years	34	133	148	148	
	11 – 15 Years	23	89	100	100	
	<b>Total Population</b>	<b>257</b>	<b>989</b>	<b>1,102</b>	<b>1,102</b>	
<b>Yaxley Area</b>	0 – 3 Years	69	108	108	108	
	4 – 10 Years	99	155	155	155	
	11 – 15 Years	67	105	105	105	
	<b>Total Population</b>	<b>739</b>	<b>1,159</b>	<b>1,159</b>	<b>1,159</b>	
<b>St Ives Area</b>	0 – 3 Years	87	219	283	290	
	4 – 10 Years	126	316	408	418	
	11 – 15 Years	85	213	275	282	
	<b>Total Population</b>	<b>939</b>	<b>2,361</b>	<b>3,047</b>	<b>3,122</b>	
<b>St Neots Area</b>	0 – 3 Years	217	586	1,115	1,157	1,347
	4 – 10 Years	314	846	1,609	1,669	1,944
	11 – 15 Years	212	570	1,085	1,126	1,311
	<b>Total Population</b>	<b>2,341</b>	<b>6,312</b>	<b>12,010</b>	<b>12,460</b>	<b>14,508</b>
<b>Other Areas</b>	0 – 3 Years	98	147	147	147	
	4 – 10 Years	141	212	212	212	
	11 – 15 Years	95	143	143	143	
	<b>Total Population</b>	<b>1,052</b>	<b>1,579</b>	<b>1,579</b>	<b>1,579</b>	
<b>Huntingdonshire Total</b>	0 – 3 Years	720	1,683	2,566	2,669	2,860
	4 – 10 Years	1,039	2,429	3,703	3,852	4,127
	11 – 15 Years	701	1,638	2,498	2,598	2,783
	<b>Total Population</b>	<b>7,759</b>	<b>18,130</b>	<b>27,642</b>	<b>28,754</b>	<b>30,802</b>

Source: EDAW analysis

These population forecasts were produced by EDAW in collaboration with the Research Group at Cambridgeshire County Council. A full explanation of the methodology is included in Chapter 5 and Appendix B of this report and sets out how the population figures in Table 6.5 have been calculated.

From our analysis of these population forecasts it appears that significant new social infrastructure is required. Details of the direct infrastructure requirements associated with the new population are outlined in Chapter 8 of this report.





# 7. Market Analysis



To begin to move towards establishing a tariff or standard charge to apply to new developments within the District, it is essential to understand the potential for land value capture from developments, particularly residential, to help finance the infrastructure needs.

## RESIDENTIAL MARKET

The East of England's Regional Spatial Strategy (RSS) highlights the importance of Huntingdonshire in meeting the Government's housing development plans. The RSS sets a target of 11,200 new homes in Huntingdonshire over the period of 2001 until 2021. To date, there have been 8,500 new homes already built, or committed to be built, and Huntingdonshire is on target to meet the RSS targets. However, to ensure delivery of the remainder of the target new homes to 2021 and beyond finding new capacity to deliver new homes is a key strategic task.

The Huntingdonshire residential market has seen significant growth over the past five years. The average house price for Huntingdonshire (across all unit types) is £210,908 which compares to an England and Wales average of £216,075. This increase is roughly in line with national residential market trends over the same period but it can also be attributed to increased demand for property in the area from commuters who work in London and are prepared to travel further in order to benefit from a more rural lifestyle.

However, in current times there remains a prevailing sense of gloom over the economy post 'credit crunch'. It now seems the strong out turn reported in the third quarter 2007 marked the end of a long running buoyant market. Results since October 2007 show the pace of activity has fallen sharply according to leading surveys in manufacturing, service and construction, mortgage - bank lending and house prices.

This slowdown in the economy has been exacerbated by the global re-rating of risk which has prompted a liquidity crunch. This has caused a market tightening of monetary conditions which has now impacted on the UK economy.

It is widely accepted that the UK housing market is in a period of slowdown as banks' willingness to lend is being exhausted and mortgage demand wanes. It is important to note that our research as reported below was undertaken between April and August of this year and, although it is representative of the market at this time, as we have seen recently the market is volatile and changes have been occurring quickly. This has been particularly evident in the recent public announcement from a number of major house builders of expected falling profits which further serves to unsteady market confidence.

We would comment however that the property market is cyclical and the period over which the current housing projections are set will result in a number of different market conditions being experienced. There is still undoubtedly demand for housing and the current opinion is still that these conditions will result in a market readjustment rather than a crash.

Within Huntingdonshire there are three main towns, Huntingdon, St Neots and St Ives. The average house prices for different unit types are set out in the table below.

**Table 7.1: Average House Prices October-December 2007**

Oct 07- Dec 07	Detached	Semi-Detached	Terraced	Flat	All
Huntingdon	£299,908	£171,383	£150,453	£135,240	<b>£227,895</b>
St Neots	£288,666	£196,090	£155,373	£105,000	<b>£201,062</b>
St Ives	£247,800	£146,248	£142,832	£124,250	<b>£172,749</b>

*\*These figures are from the Land Registry data and show averages for all house sales and reflect both new and second hand stock.*

*\*\* This was the most up to date information available when the analysis was undertaken mid 2008.*

The table indicates that Huntingdon has the highest house prices, followed by St Neots and St Ives although this is slightly affected by the number of sales from which the averages are calculated and therefore should only be treated as a guide. The excellent train links to St Neots and Huntingdon from London (circa 55 minutes and circa 60 minutes respectively) are a likely reason for the higher relative house prices in these areas.

We have carried out research into the local residential market and have found that the market in St Neots and Huntingdon has been very active in recent years although, due to the high levels of supply, there is significant competition between rival schemes. St Neots and Huntingdon are the primary hubs for development in the area due to the nearby strong road links (the A1) and the train links discussed above and we have found significant evidence from schemes currently being brought forward. Away from these areas there is evidence of new residential schemes, but not to the same scale as in the two largest towns in the district.

Within the district our research shows that residential sales values and consequently residential land values are greater in the southern part of the district, near to the two major towns. Away from these towns and further north in the district both land values and sales values fall away.

Discussions with both agents and employees of the marketing suites at the new developments suggest that the strongest market demand at present is for small houses, with larger houses and flats not attracting the same level of interest. This is in line with national trends with the first time buyers, who tend to purchase flats, being especially hard hit. Demand is not as strong as it was in the summer of 2007, however, most of the new developments were selling

with average sales across the district in the region of 1 unit per week per development (as at the summer of 2008). There is a concern however that this may drop as the poor market conditions prevail and we are aware of developers that are halting their build programme where possible to limit their capital outgoings in the current period of uncertainty as to the level of sales that they can achieve.

Outside of Huntingdonshire there are significant new settlements planned for Cambourne and Northstowe (near Oakington) which are both in close proximity to the eastern boundary of the district. The scale of these developments means that they will act as significant competition to local developments in Huntingdonshire in the years to come.

The following section sets out summaries of our research into the new developments currently being marketed in Huntingdonshire district.

### **New Build Residential Developments**

There is significant supply of new homes coming onto the market in Huntingdonshire at present with many of the large house builders active in the area. As mentioned above the south of the district and in particular Huntingdon and St Neots provide the majority of large new developments, mainly due to the strong transport links and the relative attractiveness to commuters. The Loves Farm development in St Neots, discussed below, is the largest development currently under construction in the district and will provide an estimated 1,250 new homes over the next 2 to 3 years. Elsewhere there are a number of other developments under construction, which are also detailed below. Although all effort has been made to include the most significant developments this summary does not include all of the developments currently under construction/being marketed in the district.

#### **Loves Farm, St Neots**

Loves Farm is a 63 hectare site located on the B1428 just east of St Neots train station. The site has been brought forward by Gallagher Estates for the construction of 1,250 new homes. Gallagher's have four developers currently constructing units on site. These are Redrow, Miller Homes, Persimmon and a joint venture between Barratt and David Wilson. The development will be phased over the next 2 to 3 years. We were able to make contact with two of the house builders at the site and discuss how their schemes are performing.

#### **Miller Homes at Loves Farm**

Miller Homes have begun constructing the first phase (comprising of 65 units) of their Miller at Loves Farm development and began sales at the end of January 2008. The construction period for this phase is set at 18 months. Thus far, Miller have sold 9 units of their 65 unit phase which are due to complete in summer/autumn 2008. For the units they have sold, Miller have been giving 5% incentives on the asking prices. A table of units and relative values is set out below.

Table 7.2: Units and Relative Values for Miller Homes at Love Farm

Unit type	Area	Asking Price	After 5% Incentives	Sales Values
	Sq.ft			(per sq.ft)
3 bed house	1,034	£239,950-£244,950	£227,525-£232,700	£220-£225
3/4 bed house	1,279	£259,950	£246,950	£193
2 bed house	757	£189,950	£180,450	£238
5 bed house	1,837	£424,950	£403,700	£220
3 bed house	1,056	£234,950	£223,200	£211
4/5 bed house	1,447	£299,950	£284,950	£197
<b>Average</b>				<b>£214</b>

The prices and achieved values show residential sales values in the range of £193 to £238 per sq.ft with those values at the lower end being for the larger units and those at the higher end for the smaller units. This is as would be expected as quantum has a direct effect on price per square foot. Miller Homes are planning two further phases at Loves Farm, however we understand that the timing and quantum of this development has not yet been set.

#### Stags Meadow/Deer Park, Loves Farm - David Wilson Homes

David Wilson, in conjunction with Barratt Homes, are developing two phases at Loves Farm over the next 3 years. David Wilson launched their units at phase 1 (Stags Meadow) in November 2007 and to date have sold 17 units. Construction for phase 1 is due to be completed later this year. Phase 2 (Deer Park) was launched in March 2008 and comprises 104 units that will be phased and constructed over the next 2 years. So far two units have been sold off plan. David Wilson commented that sales are currently at an average of 1 per week. In terms of pricing, David Wilson advise us that they are achieving an average sales rate of approximately £232 per sq.ft, after incentives of between 5% and 10%.

#### Beaufort Gardens, St Neots - Persimmon

This is a Persimmon Homes development of 79 units ranging from one and two bedroom apartments to four bedroom homes. The apartments range from £159,995 to £174,995 and the four bedroom homes range from £229,995 to £369,995 depending on size and their detached or terraced nature. We have been unable to make contact with the agents for this scheme and so are unable to provide further comment as to how it is performing.

#### Genesis, Hinchingsbrooke, Huntingdon – Barratt Homes

Genesis is a development of 97 units as a second stage of a wider residential scheme at Hinchingsbrooke, Huntingdon. 11 of the units have been sold and at present the sales rate is 1 unit being sold every 2/3 weeks. Barratt's have only recently constructed a show-home and marketing suite and this has improved interest. Barratt commented that this development struggles compared to

other local developments due to its slightly out of the way location and poor signage. The units that have been recently sold have had a 5%-10% incentive included in the transaction. The table below shows the unit prices and the sales rates that they are achieving.

**Table 7.3: Units and Relative Values for Genesis, Hinchingsbrooke, Huntingdon**

Unit type	Area Sq.ft	Asking Price	After 5%-10% Incentives	Sales Values (per sq.ft)
2 bed flat	669	£187,300	£168,570-£177,935	£252-£266
2 bed flat	633	£191,000	£171,900-£181,450	£272-£290
4 bed house	1190	£265,300	£238,770-£252,000	£200-£211
3 bed house	1100	£300,000	£270,000-£285,000	£250-£259
4 bed house	974	£236,100	£212,500-£224,300	£218-£237

As can be seen from Table 7.3, the average smaller units are in the £250-£290 per sq.ft range whereas the larger units carry a quantum discount and are in the region of £200-£260 per sq.ft. We were advised that current targets for sales values are in the region of £232.90 - £264.99 per sq ft.

#### **Broadway Fields, Yaxley – Bryant Homes**

Bryant Homes are currently marketing the second phase of this development in Yaxley. They have sold all of the first phase and most of the second phase and are currently selling 3 per week on average. All houses have now been sold and there are only 7 x 2-bed flats remaining. The marketing suite commented that they aim to achieve a headline sales rate of £225 per sq ft on the remaining flats and are now offering a 75:25 shared ownership option by way of incentive. There are also plans to build a further 40 x 4-bed houses in the future. The asking prices and sales values of the units sold are summarised in Table 7.4.

**Table 7.4: Units and Relative Values for Genesis, Hinchingsbrooke, Huntingdon**

Unit type	Area Sq.ft	Asking Price	After 5% Incentives	Sales Values (per sq.ft)
3 bed house	1,380	£203,995 - £207,995	£193,795-£197,595	£140-£143
4 bed house	1,189	£194,995 - £197,995	£185,250-£188,000	£156-£158
3 bed house	839	£164,995	£156,745	£186
3 bed flat	738	£139,995 - £145,995	£132,995-£138,700	£180-£188

Yaxley is towards the northern boundary of the district and the prices at Broadway Fields support the agents' comments that there is a significant difference between the north and the south of the district in terms of residential sales values.

#### **HydrO, Eynesbury, St Neots - Persimmon**

A Persimmon Homes Development of 109 units, consisting of mainly 2 and 3 bedroom apartments with some 4 bedroom homes. This is the second phase of development at this site. The two bedroom apartments range from

£199,950 to £233,500, the three bedroom apartments range from £229,995 to £249,995. The marketing staff at Hydro commented that they are selling between 4 and 6 units a month and that they are selling at or very close to the asking price. Incentives however, have gone up marginally over the last 6 months but are not significant. The average sales value, net of incentives at circa 6%, is currently £252 per sq.ft.

#### Beauchamp Place, St Neots – George Wimpey

A development of 68 units of which 80% have sold. The scheme comprises 35 one and two bedroom apartments and 33 two, three and four bedroom houses. The two bedroom apartments are priced at between £124,950 - £139,950 and there only 5 units remaining. The 2-bed houses have all been sold as have the 3 and 4-bed houses. We were advised by the sales team that 5% incentives are currently being offered.

#### Mansio Park, Godmanchester - Persimmon

Mansio Place is a development of 82 residential units in Godmanchester just south of Huntingdon. Construction recently commenced with approximately 46 units having been completed.. The units range from 2 bedroom apartments to 5 bedroom houses. The prices available show 3 bedrooms homes on the market at between £210,000 and £235,000, the four bedroom homes on the market at between £250,000 and £340,000 and the five bedroom houses in the market at between £390,000 and £400,000. The table below shows the asking prices in terms of per square foot values. It must be noted that these are asking prices only and one must assume that there is the chance that these would be lowered after reported incentives of 6%.

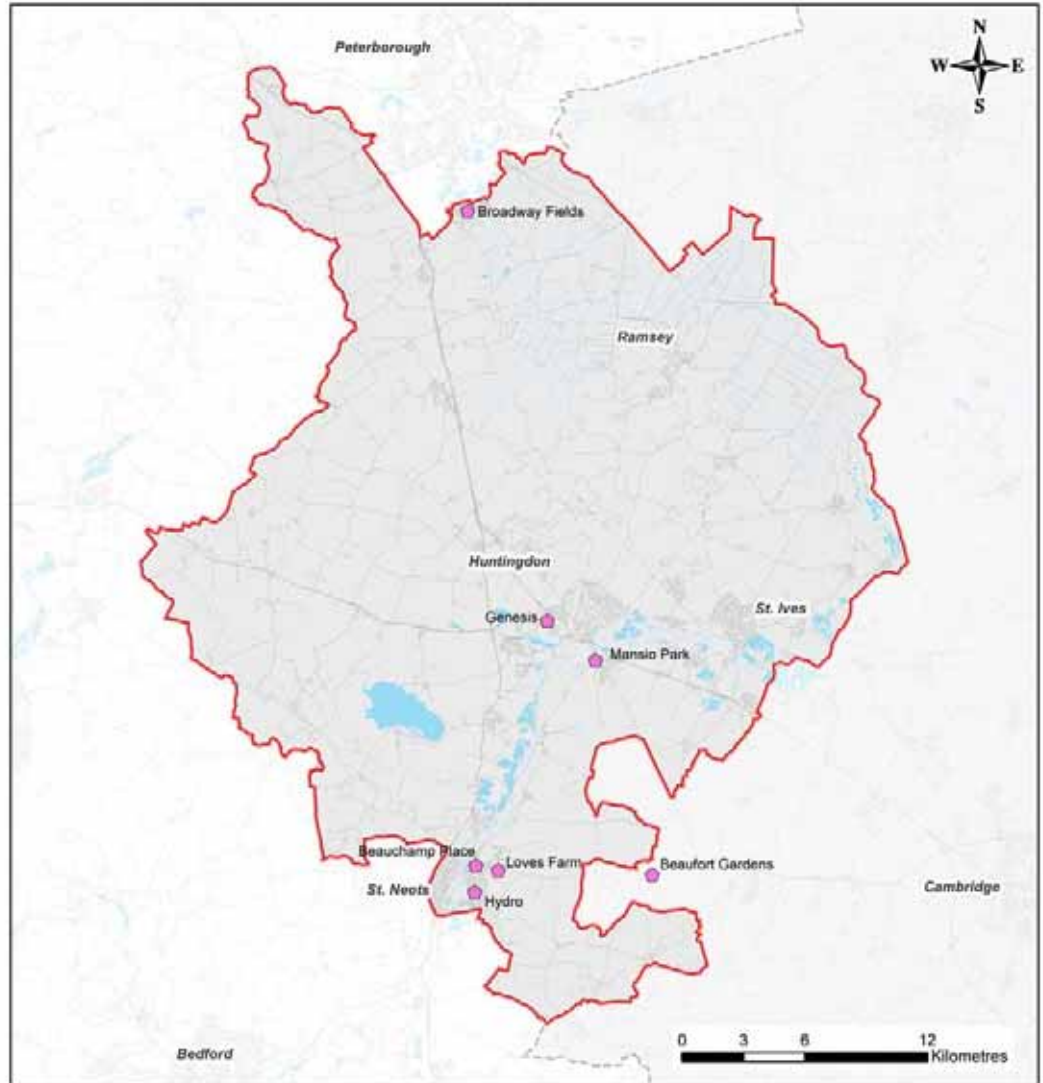
Table 7.5: Units and Relative Values for Genesis, Hinchbrooke, Huntingdon

Unit Type	Price	Sq.ft	£ per sq.ft
3 bed house	£234,995	985	239
4 bed house	£339,995	1,759	193
3 bed house	£229,995	985	234
4 bed house	£289,995	1,275	227
5 bed house	£389,995	2,336	167
5 bed house	£399,995	2,433	164
3 bed house	£209,995	988	213
3 bed house	£229,995	985	234
4 bed house	£249,995	1,211	206
<b>Average</b>			<b>208.56</b>

The table shows asking prices of between £164 per sq.ft and £234 per sq.ft, although we were advised by the marketing team that sales value targets are currently between £171.20 - £262.68 per sq ft. The average sales rate is reported to be 1 unit per week, with approximately 10 units sold to date. There is a clear quantum discount with most of the larger units around the £164 – £193 per sq.ft mark and the smaller units over the £200 per sq.ft mark. The average asking price equates to £208.56 per sq ft. The averages are lower than in St Neots and Huntingdon and this is more than likely to be as a

consequence of poorer transport links and the lack of a train station in Godmanchester.

Figure 7.1: Map to illustrate locations of new build residential developments



- Legend**
- Residential
  - Huntingdonshire District Boundary
  - Roads
  - Water
  - Cambridgeshire County



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council / Drivers Jonas

EDAW | AECOM

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• Last Updated: June 2008

### Others

In addition to these developments, we understand that Temple Place, Huntingdon, a Campbell Buchanan development of 14 flats and 13 houses located close to Huntingdon town centre is achieving £252 per sq.ft. All of the apartments have been sold and there are only a few houses remaining.

Manor Farm, Brampton, is a small development of 6 apartments and 9 houses near Brampton High Street. Our research has found that of the sales achieved the average sales value is reported to be £256 per sq.ft.

### Preliminary Conclusions

The general trends we have found in our research are;

- There is a north/south differential in sales values, with the southern part of the district commanding higher sales value;
- Demand is greatest for small two bedroom houses;
- Sales across most of the developments are in the region of one unit per week although as mentioned above we feel this will have fallen due to the ongoing dip in the market. The longer term outlook however is that this will stabilise;
- Sales values in the two main towns, Huntingdon and St Neots, command a significant premium;
- In Huntingdon/St Neots sales values for the smaller units are in the region of £220- £290 per sq.ft with the larger units in the region of £190 - £260 per sq.ft;
- Out of the southern Huntingdonshire region, comprising the two main towns, demand/values are lower with sales values ranging from £140 per sq.ft to £200 per sq.ft; and
- There is significant supply in the short term, particularly with the large scale development at Loves Farm, St Neots.

### Supply Pipeline

On our site visits we noticed a number of signs for proposed residential developments in the District, including a greenfield site just to the east of the boundary of St Ives on the A1123. In the long term the RAF base at Brampton (to the east of Huntingdon), could be assumed to have the capacity to provide some of the additional residential land supply in the future although it is understood that at present the base (in addition to Alconbury and Wyton) is still required by the Ministry of Defence (MoD). The MoD however, have an ongoing project to rationalise their estates strategy and it is not unreasonable to presume that one or more of these sites might become surplus to requirements in the next few years. With reference to RAF Alconbury, the Core Strategy suggests that any decision on the development at the base should be postponed until the first review of the Regional Spatial Strategy. As mentioned above, the supply pipeline in the area will be in direct competition with the large settlements at Camborne and Northstowe.



## Residential Land Values

Persimmon Homes are very active in the area with developments at Godmanchester and two in St Neots. We had discussions with the local land buyer at Persimmon with regard to land values and he stated that over Huntingdonshire as a whole the average residential land value was in the region of £1,000,000 per acre. Residential land values vary greatly across the district and the land buyer we spoke to commented that there is a movement upwards in the south of the district. He quoted land values of £900,000 for the Ramsey area, £1,000,000 per acre for Huntingdon, £1,000,000 for Godmanchester and £1,250,000 for St Neots. Persimmon have recently acquired part of the site for the Loves Farm development near St Neots and, although the land buyer could not give exact values due to confidentiality, the price paid is believed to be in the region of around £1,250,000 - £1,300,000 per acre. It must be noted that the land was fully serviced and ready for development and as such would command the highest values.

With regard to greenfield strategic land bought without permission on the basis of hope value Persimmon stated that there is significant demand for this type of land and that developers are paying between one third to one half of the full residential land value for land without permission i.e. £300,000 to £600,000 per acre.

An experienced local agent believes that current residential land values in the Huntingdon area are in the region of £1,100,000 - £1,300,000 per acre. He said that land values have fallen over the last 6 months and that at the peak they were in the region of £1,500,000. He was involved in the sale of a 20 acre site near St Neots that achieved a value in the region of £1,500,000 per acre. The site was sold serviced and therefore he believes a slight premium was paid. He commented that there have been no large land sales recently to judge the demand/land values but he is about to bring to the market a 10 acre site in Huntingdon on California Road.

He commented that there are option agreements at present which show values in the region of £30,000 - £50,000 per acre with a clause in which the developers would then pay 85%-90% of the land value on permission being granted. He commented that evidence of these deals are difficult to find as they are often confidentially sensitive.

As mentioned previously house builders have been significantly impacted by the current economic situation. As a result, we are aware of a number of land opportunities coming to the market as house builders have been forced into disposing of land assets. For example, we are aware of an agent marketing three sites in the Huntingdonshire and wider area on behalf of Taylor Wimpey. We expect these sites to be transacted at a significantly lower land value due to current market conditions. These sites have only recently come to the market and so little information is available at this stage.

## EMPLOYMENT

### Employment Land Values

A number of local agents stated that employment land values would be in the region of £350,000 - £500,000 per acre for serviced land in a good location and between £250,000-£300,000 per acre for sites away from the strong transport links in more rural locations. For unserviced land, agents commented that there would be a discount in land value to take account of the costs associated with servicing a site.

The one significant transaction reported in 2008, which has just exchanged, was that at a site known as The Lakes, St Ives. The site of 17 acres, 13 developable acres, is believed to be transacting in the region of £350,000 per acre, based on the net developable area. The site is serviced land with planning permission. The agent that informed us of the transaction mentioned that the per acre land value represents a quantum discount on the level that would be achieved on a smaller site.

The agents added that there have been few significant employment land sales to note recently due firstly to a lack of supply and secondly to market uncertainty. One agent commented that he had had two employment land transactions fall through at the last minute in the past two months due to the state of the market. It is reported that a further deal fell through on an 19 acre employment site on the A14 near St Ives in December 2007. That said, due to the popularity of the A1 corridor for industrial/distribution occupiers, and the proposed road improvements in the area over the next 5 years agents were positive that the industrial market is in a reasonably strong position and that land values will remain high due to the limited supply.

### Industrial

Huntingdon is the main industrial location in Huntingdonshire, located close to the intersection of the A1 and the A14, East Anglia's main east-west route. It has become increasingly popular with manufacturing and distribution industries as land in nearby Cambridge has become scarcer and rents in Cambridge have increased. Nearby Peterborough, which has very strong transport links and access to greater supply of labour, is one of the country's most popular distribution centres.

The Huntingdon market has a range of different occupiers with a number of food and drink manufacturers and distribution units. In Huntingdon the key industrial areas are the Stukeley Meadows Industrial Estate, the St Peter's Road and Ermine Parks, on the northern outskirts of the town, and the Hinchbrooke Park to the south of the town. All are well supplied by transport links and have attracted prestigious occupiers such as Nokia, XAAR and Anglian Water.

The Stukeley Meadows industrial estate is an 84 acre industrial estate located just off the A141. At present it is understood that there is circa 70,000 sq.ft of available space.

The Cardinal Distribution Park, situated close to Huntingdon on the A14 in Godmanchester, is the district's prime distribution park containing the regional distribution warehouses of Somerfield, DHL and Carpetright.

Property Market Analysts estimate that the take up in Huntingdon in 2007 was 236,000 sq. ft. 2007 has seen an increased level of development completions in comparison to recent years, significantly boosted by the development of a 225,000 sq.ft shed development at Alpha Park in St Neots, a development by Miller Developments and Central & Provincial Properties. In addition to Alpha Park, St Neots also has a number of sizeable industrial estates with the Colmworth Business Park, Orion Court and Little End Road being the most significant. Over recent years the St Neots employment market has seen significant growth and with it's strong access links could represent a hub for commercial development.

St Ives has a smaller market with the principal concentration of industrial and warehousing space found in the Somersham Road Industrial Estate. The newest development is at Venture Court where there is currently 6,396 sq ft of remaining space being marketed.

### Rents

At the end of 2007 top rents in the Huntingdonshire area were quoted by PMA as being in the region of £6 per sq.ft although we have found deals that surpass this figure. Local agents comment that industrial rents range from £4 per sq.ft for second hand stock to £7.50 per sq.ft for new, high specification stock.

- In May 2007 Black Teknigas took a 15 year lease on 36,600 sq.ft of industrial space at Colmworth Business Park at a rent that equates to £6.56 per sq.ft.
- A local agent disclosed that this month they let a large unit on Ermine Park at a rate of £6.50 per sq ft.
- In November 2007, 137,044 sq ft of industrial space was let at 4 Warboys Industrial Estate achieving a rent of approximately £3 per sq ft.
- Unit 2B of Tower Close let for £5.50 per sq ft in November 2007. This 10,043 sq ft unit was let to Solo Cup.

### Yields

In December 2007 PMA stated that the prime industrial yield for the area was 7%. We have seen further outward movements of yields since then and it is our belief that prime industrial yields in Huntingdonshire would be in the region of 7.5-8%. It must be noted, however, that there are a large number of factors that affect the yield on the property, particularly lease length and covenant strength, and that generalising about yields can be misleading.

### Pipeline

There is currently close to 10 million sq.ft of space in the development pipeline. Of this over 95% has planning permission. PMA estimate that this pipeline equates to 49 years of development at the rate seen over the past five years. This compares to an average of 18 years development pipeline across other centres in the UK. The pipeline figures are distorted by the decision in 2003 by the Secretary of State to grant outline planning permission for 7 million sq.ft of

industrial and distribution space at the former US air base at Alconbury, which extends to 1,100 acres. The permission related to a potential new road/rail link at the site, however, it is our understanding that the scheme cannot proceed as there is no rail capacity to support the additional rail network that would have resulted from the new depot.

Other large schemes with planning permission in place include the remaining land at Hinchbrook Business Park which has outline consent for 463,000 sq.ft of employment space and 28 acres of office and warehouse development land at Stocking Fen Road in Ramsey.

### Retail

Huntingdonshire does not contain a large retail centre, with Huntingdon having the largest retail offer in the district. Huntingdon has to compete with the nearby retail centres of Cambridge and Peterborough, both with a far greater retail offer when compared to Huntingdon. Cambridge has recently seen the development of the Grand Arcade, by USS, and the redevelopment of Bradwells Court, by Land Securities, and ranks highly as a retail centre. Huntingdonshire's relative proximity to both Peterborough and Cambridge means that much of the retail spend of the population is leaked into these two larger retail centres.

Huntingdon town centre consists of many dated units and the anchor Sainsbury's seems to be heavily relied upon as a draw to the town centre. That said, Huntingdon is to undergo a town centre retail redevelopment at Chequers Court currently consisting of 1960s retail units. Churchmanor Estates is currently undertaking their first phase of works to refurbish the site although the second stage of work (including demolition of specific sections) is yet to be agreed and finalised.

St Neots is the second largest retail centre in Huntingdonshire and, although at present the retail offer in St Neots does not represent that of comparable towns, there is scope to improve St Neots town centre which could have the effect of attracting new, and more varied, retailers, which could have the knock on affect of reducing leakage from St Neots to Huntingdon and further afield to Cambridge and Peterborough.

The total retail floorspace in Huntingdon is in the region of 450,000 sq.ft, below the average floor space for a small centre like this.

The prime retail rents in Huntingdon at present are in the region of £70 per sq.ft ITZA (In Terms of Zone A) , this is supported by discussions with local agents and by the PMA local retail report.

The UK is the only country which describes its retail rents In Terms of Zone A (ITZA). The purpose of this is to reflect the fact that the front of the shop is more valuable to a retailer than the back. As such, a retailer will pay more for a wider shop front with glazed windows and clear visibility from the High Street.

Retail units are measured from the front of the shop to the back using 6.1m (20 ft) zones. The area to front of the shop is called Zone A and is the most

valuable part of the unit. A deduction is then made on Zone B, equivalent to Zone A / 2, and so forth until there are no more zones. It is usual to have a maximum of four zones regardless of the remainder of the depth of the shop. This zone, Zone D, and any storage space or trading space (depending on the location of the stairs) on the upper floors, is of less value to the retailer.

### Retail Parks

There are two retail parks of note in Huntingdonshire, Huntingdon Retail Park and Stukeley Retail Park. Huntingdon retail Park houses Comet, Focus, Staples and Pets at Home and the Stukeley Retail Park houses Carpetright, Halfords and Homebase. These buildings were let in the 1990's however we understand that the most recent rent reviews have been to rents in the region of £13.50 - £14 per sq.ft. In terms of retail parks in the pipeline, the only one found was the proposed 37,000 sq.ft park at the former PSA site in St Peters Road, Huntingdon.

### Offices

Huntingdonshire is not an established office location, however, Huntingdon, St Neots and St Ives have office markets of note both in the town centres and in out of town business parks. The most recent developments we found were those at Compass Point, St Ives, at Vantage Park, Huntingdon and at Ramsay Court, Huntingdon.

We understand the office market in Huntingdonshire was strong between 2002 and 2006, although it has weakened more recently. This is in part due to national market conditions, but also due to an oversupply of accommodation. A key factor in Huntingdon's success has been the improvement in the area's road network, in particular the completion of the A14 in 1994, which links the A1(M) and M11. This led to a number of new office developments including Hinchingsbrooke Business Park, a development of offices, research and development space and a small element of light industrial space, located between Huntingdon and Brampton on the A14. The park is built on a 37 acre site and at present there is 37,000 sq.ft of availability on the site. The available offices are quoting circa £15 per sq.ft.

Ermine Business Park is also located close to Huntingdon at the intersection of the A14 and A141. The park is built on a site of 59 acres and is predominantly an office business park. Currently there is circa 34,000 sq.ft of availability, with the majority of this space in small to medium sized units. The available offices are quoting circa £14 per sq.ft.

However, discussions with the most active local agent, which is instructed on both Compass Point and Ramsay Court, indicate office accommodation is now struggling to let. At Compass Point they have only let 2 of the developed units in the last two years with one unit remaining vacant over this period. At Ramsay Park, a development of 10, 2,250 sq.ft, office units, they have only let two units in the last two years and the rest remain vacant. Of the limited demand that there is in the current market, agents comment that the majority comes from occupiers with small requirements. Of the recent office lettings, the most significant are those at Hinchingsbrooke Business Park, which include:

- Teamstudio Europe Limited took a 10 year lease on unit 8 Hinchingsbrooke Business Park which consists of 5,250 sq.ft of office space. The rent equates to £15 per sq.ft. Many of the remaining units at Hinchingsbrooke park are available to let on similar lease terms.
- An undisclosed tenant took 2,250 sq.ft of office space at Hinchingsbrooke Business Park at a rent of £15 per sq.ft in March 2008.

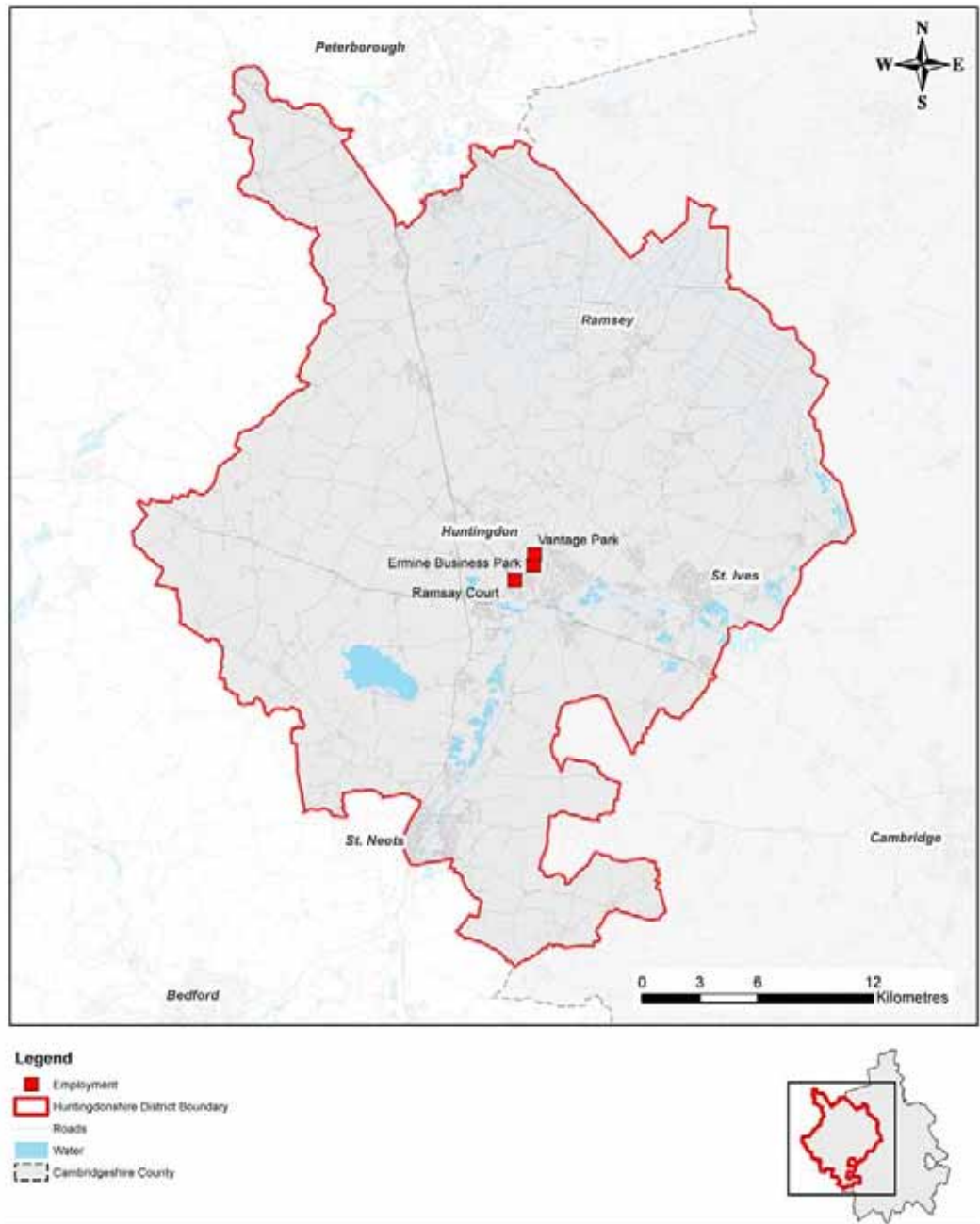
Local agents commented that rents would be expected to be in the region of £11 - £13.50 for second hand stock in business parks and in the region of £13.50 - £16 per sq.ft for the new business park stock.

In terms of the town centre office stock, few deals have occurred recently. The only deal of note was letting to The National Youth Advocacy Service of 412 sq.ft of 89 High Street, Huntingdon. The tenant has taken a 3 year lease at a rent equating to £9 per sq.ft.

Local agents comment that there are requirements for town centre office space but that the stock is poor and that rents are in the range of £9 per sq.ft to £12 per sq.ft. The majority of the town centre office stock is non air-conditioned and located above retail units.

Although the general office market is currently relatively weak in Huntingdonshire, the success of developments such as Hinchingsbrooke Business Park indicate there is the potential for office development in targeted sectors, such as high tech business and manufacturing, in the future. This will depend on a number of factors, including availability and rents in established locations (such as Cambridge), a rebalancing of supply and demand, further infrastructure improvements (or a relative weakening in established locations) and the potential to achieve pre-lets.

Figure 7.2: Map to illustrate locations of employment land developments



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council / Drivers Jonas

EDAW | AECOM

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# 8. Infrastructure Needs Analysis



## PARTNER PRIORITIES & PROJECTS

A key element of the Local Investment Framework process has been thorough consultation with all stakeholders involved in delivering the growth agenda within Huntingdonshire.

This has included not only central, regional and local government but also infrastructure providers and service providers (i.e. utilities; health; education; etc.). This consultation process has included a series of one-to-one meetings and consultations; focus groups and collaborative workshops.

A key outcome of this consultation has been to identify the priorities of partner organisations and agencies and to test these against the issues, opportunities and technical modelling emerging from the framework process.

Consultation with strategic infrastructure providers has highlighted a number of areas as priorities for investment and identifying potential barriers to growth that may arise without intervention. Additional analysis of the location and quantum of housing growth against the existing local infrastructure has also highlighted areas of insufficient coverage or supply which must be taken into account when identifying future infrastructure requirements.

Consultation with key stakeholders and service providers has also provided details of planned, committed and emerging schemes and projects that may help to address some of the gaps in provision already acknowledged and to help realise the priorities identified.

The following chapter summarises the type and amount of strategic and local infrastructure needed to support the level of housing and employment growth anticipated in the different areas of the District and also at different points in the future.



## A. TRANSPORT INFRASTRUCTURE REQUIREMENTS

The Cambridgeshire County Council Local Transport Plan and the associated Market Town Transport Strategies have been prepared in the knowledge of the growth levels set out in the East of England Plan. This report considers the impact of the growth beyond that suggested by the East of England Plan and the specific requirements of the significant residential and employment growth areas identified in the Core Strategy.

Huntingdonshire District Council commissioned a traffic study of the highway impact of the growth levels proposed in the Core Strategy. This study, carried out by Atkins Transport Planning used a SATURN traffic model to identify changes in highway network operation that would occur if the Core Strategy growth levels are implemented. The Atkins study is reported in a document known as the 'Huntingdonshire Spatial Strategy Options Assessment – Final Report June 2008'.

The Atkins study considers the 2025 AM peak period and identifies areas of the highway network that would be subject to congestion. The study assumes that the A14 re-alignment has taken place and considers two options with and without the viaduct removed. HDC have advised that the Local Investment Framework should only consider the scenario with the viaduct removed. Some issues have been identified in the way the growth has been input into the SATURN model and these issues and the results of the Atkins study are discussed when each growth area is considered below.

### Huntingdon and Godmanchester

#### Highway Impact

It has been possible for Atkins to accurately locate the growth areas within Huntingdon because the zoning has been refined within the town to allow the impact of the A14 diversion to be assessed. The Atkins modelling considers the AM peak operation as this reflects the period of greatest traffic flow on the highway network. While the modelling identifies links and junctions that would be under stress in the AM peak it is unable to show if they would suffer congestion in the PM peak or allow the development of improvement schemes as these would have to accommodate both the AM and PM peak situation.

It should be remembered that Atkins assessment of the operation of the Huntingdon highway network assumes that the A14 has been diverted and, in the scenario considered by this study, that the viaduct has been removed and the Huntingdon West Link Road is in place.

The Atkins study identifies four junctions on the approach to Huntingdon where there would be significantly increased delay associated with the preferred growth scenario:

#### *Ramsey Road/Sawtry Way*

The modelling indicates significant increased delay on the Ramsey Road southbound approach to its junction with Sawtry Way. It is assumed that this is due to housing growth in Ramsey and traffic from Ramsey preferring, within

the model, to use this route rather than the B1040 and the A141. The validity of this forecast additional delay must be considered in the light of the following comments on the B1043/B1090 junction.

#### *B1043/B1090*

Both the modelling of the 2025 base and the 2025 base plus preferred growth show significant delays on the B1090 westbound approach to its junction with the B1043. HDC have advised that the model is routing traffic approaching Huntingdon from the north east via this totally unrealistic route. This not only puts in to question the reliability of the forecast delays at this junction but also the delays at the Ramsey Road/Sawtry Way junction.

#### *A141/Sawtry Way*

Increased delays on the A141 southbound approach to this junction are to be expected as traffic associated with housing growth in Ramsey and with employment growth in Huntingdon would use this route.

#### *A141/A1123/Main Street*

This is the junction where the A141 meets the Huntingdon Bypass. Traffic associated with housing growth in Ramsey and St Ives and employment growth in Huntingdon will pass through this junction.

Our conclusions on the Atkins Modelling of Huntingdon Highway Network would be that further refinement of the model is required to correct the unrealistic routing via the B1090 and the B1043. This is likely to put more pressure on the junctions on the A141 and further work is required to assess the need for any improvements at these junctions.

### **New Highway Schemes**

#### *A14 Ellington to Fen Ditton*

As previously discussed the impact of the growth in Huntingdon has been assessed on the assumption that the A14 will be diverted. In response to earlier work undertaken for HDC the Highways Agency advised that they had seen no evidence that significant growth could take place in Huntingdon and Godmanchester prior to the A14 diversion. Following this advice a sensitivity test was carried out to consider growth in Huntingdon and Godmanchester prior to the A14 diversion. Two growth scenarios were considered; the full preferred option growth and the full growth without the Godmanchester and Fenstanton sites. While the sensitivity test clearly indicates that the impact on the A14 will be lower with the scenario that does not include developments in Godmanchester and Fenstanton it does not indicate if the impact will be acceptable to the Highways Agency. Further discussions will be needed with the Highways Agency.

#### *Huntingdon West Link Road*

Development of the Huntingdon West Area will require the construction of the Huntingdon West Link Road that will connect between Ermine Street and George Street. As well as providing access to this major development area the Link Road will also provide relief to the south western quadrant of the ring road. The Huntingdon West Link Road is subject to a separate, more detailed study, to determine its feasibility, layout and cost.

### Walking and Cycling Schemes

The Huntingdon and Godmanchester Transport Strategy proposed a comprehensive town wide network of footway and cycle routes. The appropriateness of this to the three major residential sites at Huntingdon West, Brampton and Godmanchester and the employment sites at Brampton, Godmanchester and West Huntingdon has been reviewed.

The Huntingdon West Link Road will provide cycleways along its length and these will connect the Huntingdon West growth area to the Transport Strategy proposals. The Transport Strategy includes cycle facilities that connect to Brampton. The Transport Strategy does not include cycle facilities that extend as far as the major residential and employment growth sites in Godmanchester to the east of A1198. Development of these sites will need to include an extension of the Transport Strategy cycle network to connect with these sites. Concerns have been expressed as to how this site can be successfully integrated into the rest of Godmanchester given the severance created by the A1198, the use of which is likely to increase following the A14 diversion. This will need careful consideration before these sites are taken forward.

### Public Transport Schemes

Existing bus services, improvements proposed in the Huntingdon and Godmanchester Transport Strategy and the Cambridgeshire Guided Bus proposals need to be reviewed in the light of the growth proposals.

## St Neots

### Highway Impact

The modelling of growth in St Neots has been complicated by the fact that the major growth area to the east of the railway lies in a rural model zone whose characteristics do not reflect those expected from the urban extension. Atkins was advised that there would be growth within the built up area of St Neots as well as an urban extension to the east. Unfortunately they were not advised as to the relative sizes of the growth areas. Atkins located 50% of the residential growth in the west of the town, close to the A1 and 50% in the east close to the railway. In fact the majority of the growth will be in the east. The Atkins modelling considers the AM peak operation as this reflects the period of greatest traffic flow on the highway network. While the modelling identifies links and junctions that would be under stress in the AM peak it is unable to show if they would suffer congestion in the PM peak or allow the development of improvement schemes as these would have to accommodate both the AM and PM peak situation.

As the growth areas have been incorrectly located in the traffic model the identified network impacts need to be considered with caution. It should be noted that HDC have recently commissioning a new and more detailed traffic model of St Neots that will better identify the impact of the proposed growth. The initial results from this new Transport Model are anticipated in early 2009.

The Atkins study identifies the following junctions as having significantly increased delay due to the growth proposals:

*New Street/South Street/High Street and Huntingdon Street/Cambridge Street/Church Street/High Street*

In the modelling these two junctions on the High Street experience additional delay due to the proposed growth in St Neots. This would be expected but the development of any improvement proposals should be informed by the St Neots Traffic Model which will be prepared shortly.

*A428/Barford Road*

In the traffic modelling this junction on the A428 St Neots Bypass experiences additional delay, particularly in the eastbound direction. AM peak delays in this direction would not be expected for development growth focused to the east of this location. The model delays are due to development being incorrectly located to the west of the town. If the growth were correctly located in the model there could well be additional delays in the westbound direction. It is to be expected that growth of the scale proposed in St Neots will lead to an impact on the A428 Southern Bypass. The extent of that impact will be identified by the St Neots Traffic Model.

*A1 Buckden Roundabout*

The modelling of the 2025 base scenario identifies delays on the A1 southbound at the Buckden Roundabout. The modelling of the preferred growth scenario shows significant additional delay on the A1 northbound approach. This is likely to be due to traffic from the additional housing in St Neots travelling to work in Huntingdon. As already noted the growth in St Neots has been modelled closer to the A1 than will occur in reality. Atkins has confirmed that when housing growth is modelled in the west of St Neots 45% of the trips go north up the A1 compared with 33% if the growth is modelled in the east. The need for highway improvements at the A1 Buckden Roundabout will be reviewed following the completion of the St Neots Traffic Model.

*Love's Farm Transport Assessment*

To supplement information provided in the Atkins study, the Transport Assessment for the Love's Farm development in St Neots has been reviewed. Given the close proximity of Love's Farm to the eastern growth area the Transport Assessment provides useful information on the impact of further development in this area. The Transport Assessment indicates that the A428/Cambridge Road and the Cambridge Road/High Street junctions will be at capacity in 2021.

With further development in the east of St Neots it will be necessary to improve the A428/Cambridge Road junction. Adding capacity to the Cambridge Road/High Street junction would not be appropriate given its town centre location. When demand exceeds capacity at this junction traffic may divert to the A428 adding pressure to the junctions along this route.

A review of the Love's farm Transport Assessment suggests that the A428 will have adequate link capacity to accommodate the development areas to the south of Cambridge Road. The Transport Assessment does not include

analysis of junctions along the A428 other than the Cambridge Road junction. It is understood that these junctions have been assessed but we have been unable to obtain this information.

### **Walking and Cycling Schemes**

The St Neots Market Town Transport Strategy proposed a comprehensive town wide network of footway and cycle routes. The appropriateness of this to the major residential sites at Cambridge Road and the employment sites at Cambridge Road has been reviewed.

The Market Town Transport Strategy includes Cycle Route 5 which extends along Cambridge Road almost to the railway. This will need to be extended to serve Loves Farm and the development area to the south of Cambridge Road. The current proposals are that Route 5 should be an on-road route. Given the potential cycle trip generation of these sites to the east of the railway the feasibility of improving Cycle Route 5 to a segregated route needs to be considered. Improved footway and cycle access to the station, associated with the Loves Farm development will also benefit the development area to the south of Cambridge Road.

The development area to the south of Cambridge Road will require a network of footway and cycle routes within the development. If the development extends as far south as the B1046 Potton Road, there will be the need to introduce cycle facilities along this road to connect the southern part of the growth area into the town's cycle network. There are existing footpaths that cross the potential development site, south of Cambridge Road, and cross the railway. Where these provide segregated crossings they should be improved to encourage connection between the site and the town.

### **Public Transport Schemes**

Existing bus services and improvements proposed in the St Neots Market Transport Strategy and the Loves Farm S106 need to be reviewed in the light of the growth proposals.

## **St Ives**

### **Highway Impact**

The Atkins study identifies southbound delays on the A1096 St Ives Eastern Bypass in the 2025 base model. The housing growth proposals for St Ives don't make these delays significantly worse. As already identified in discussions on Huntingdon the housing growth in St Ives will lead to increased delays on the A1123 on its approach to the junction with the A141 and it may be necessary to consider improvements at this junction once the modelling in north and north east Huntingdon has been corrected.

### **Walking and Cycling Schemes**

The St Ives Transport Strategy includes the completion of a walking and cycling network throughout the town. The growth area to the west of the town centre will benefit from cycle routes along Houghton Road and the possible new National Cycle Route running west from the Town Centre along the north side of the river. The quality of the cycle facilities along Houghton Road should be reviewed in light of the level of housing growth in this area.

## Public Transport

St Ives will benefit greatly from the CGB scheme with vastly improved public transport connections to Huntingdon and Cambridge. The main housing growth area, west of the town, south of Houghton Road will be well served by bus routes along Houghton Road, which themselves will benefit for the Houghton Road bus priority measures set out in the St Ives Transport Strategy. The quality of the cycle facilities along Houghton Road should be reviewed in light of the level of housing growth in this area.

## Transport Project Summary

Table 8.1 below presents all transport projects included in the Local Investment Framework analysis between now and 2026.

Table 8.1: Transport Infrastructure Projects in Huntingdonshire

Type of Project	Project Name
<b>Strategic</b>	
(District and Sub Regional)	
Bus	St Ives to Huntingdon Bus Priority Measures (Cambridgeshire Guided Busway)
Bus	Cambridge-St Neots Transport Corridor
Roads	A14 Ellington to Fen Ditton
Roads	A1 Buckden Roundabout Improvement
Roads	A428 Caxton Common to A1
<b>Local</b>	
Multiple Local Areas	
Roads	A141/Sawtry Way Junction Improvement
Roads	Huntingdon West Link Road
Walking & Cycling	Rural Cycleways
<b>Huntingdon</b>	
Bus	Completion of Huntingdon & Godmanchester Transport Strategy Schemes
Roads	A141/A1123/Main Street Junction Improvement
Walking & Cycling	Completion of Huntingdon & Godmanchester Transport Strategy Schemes
Walking & Cycling	Footway and cycleway connections to G8 site, Godmanchester
<b>St Ives</b>	
Walking & Cycling	Completion of St Ives Transport Strategy Schemes
<b>St Neots</b>	
Bus	New Bus Service serving Love's Farm and South of Cambridge road, St Neots
Rail	St Neots Station Improvements
Roads	A428/Cambridge Road Junction Improvement
Roads	A428/Barford Road Junction Improvement
Roads	St Neots Market Town Transport Strategy High Street Improvements
Walking & Cycling	Completion of St Neots Market Town Transport Strategy Schemes

Of considerable importance is the fact that major development proposed along the existing A14 transport corridor, at Godmanchester and Fenstanton, may need to be constrained or deferred until the proposed diversion of the A14 from Ellington to Fen Ditton has been confirmed and/or there is reasonable certainty the resultant traffic flows can be accommodated. The effect of this is to place more reliance on major development at St Neots, along with the implementation of necessary infrastructure improvements.

## B. UTILITY INFRASTRUCTURE REQUIREMENTS

Discussions with the Utility companies have established that the proposed growth within Huntingdonshire will necessitate the strategic upgrade of infrastructure by the Utility companies in certain areas. The timing the Utility companies propose for these upgrades and need for regulator approval before implementation could have an impact on the extent of growth or the timing of growth within the affected areas. It is considered likely that not all strategic upgrades will be approved by the regulators, on the basis of value for money, and the Core Strategy has taken this into account by focussing the majority of the growth in the central and southern part of Huntingdonshire.

The modest scale of development in the north of Huntingdonshire and rural areas is aimed at reflecting the current Utility constraints and the unlikely prospect of significant Utility upgrade works being undertaken to accommodate minor additional growth, i.e. developers are unlikely to develop beyond current constraints.

The Utility constraints are 'potentially vague'. This is because the summation of the supply capacities does not equal the total demand and there are a number of factors that the Utility companies take into account when assessing the adequacy of their service. It is worth noting that in addition to the demand for supply to new developments there will also be a change in the present demand from existing customers, e.g. the increase in households will increase the utilisation of existing facilities as well as creating the demand for new facilities.

It is anticipated that a wider range of sustainability initiatives will become viable and their implementation will lead to changes in demand and the demand profile. The balance between gas, electricity and other sources of energy will also change and there is currently uncertainty regarding the impact on individual utilities.

The impact of the current credit crunch has become more apparent during the preparation of this report and the regulators are likely to question the growth predictions put forward by the Utility companies and thereby the necessity for infrastructure improvement within the next five-year plan, 2010-2015.

Uncertainties such as those noted above could influence or defer strategic utility infrastructure investment decisions and thereby have the potential to impact on proposed growth. Particular strategic infrastructure upgrades, with indicative implementation / commissioning dates, include:

### Huntingdon and St Ives

- 2013 - Completion of upgrade to National Electricity Grid at Eaton Socon to provide increase in capacity. (EDF)

### Brampton

- Reinforcement of gas mains (National Grid Gas).

### St Neots



- 2008 - Increase in discharge consent to accommodate 2000 new homes (Anglian Water)
- 2016 - Further increase in discharge consent and possibly tertiary treatment of waste water (Anglian Water)
- 2016 - New strategic sewer to support full development to the east of the railway (Anglian Water)
- 2016 - New primary substation (10 -12 MW)

*(The above dates are dependent upon demonstration of need and funding approval).*

### Utility Project Summary

Table 8.2 below presents all Utility projects included in the Local Investment Framework analysis between now and 2026.

Table 8.2: Utility Infrastructure Projects in Huntingdonshire

Type of Project	Project Name
Local	
Huntingdon	
Electricity	Reinforcement of Grid at Eaton Socon
Electricity	Godmanchester general works
Gas	Mains Reinforcement
Water & Sewage	New Strategic Sewer
Ramsey	
Electricity	Second Circuit and Transformer
St Ives	
Electricity	Feeding of Huntingdon reinforcements (above) + Local upgrades
St Neots	
Electricity	New 10-12MW Primary Substation
Water & Sewage	Increase in discharge consent for 2000 new homes
Water & Sewage	Further increase in discharge consent for full extent of proposed growth. For cost estimate purposes only, allowance to be made for possible upgrade to WWTW
Water & Sewage	New Strategic Sewer
Yaxley	
Electricity	Circuit and Transformer

## C. GREEN INFRASTRUCTURE

Climate change, flood risk, water quality and their impact on the natural environment and biodiversity are equally important considerations for the Core Strategy and the Core Strategy will need to be reviewed when the output from the recently commissioned Strategic Flood Risk Assessment (SFRA) becomes available.

The proposed locations for development are outside of the existing flood plain and the EA are confident the extent of flood plain will not alter significantly, so the risk to the Core Strategy from flood risk is currently perceived as low. However, as part of the programme for improvement, it is considered likely that some measures will be recommended to reduce the number of properties affected by flooding.

The run-off from new developments will continue to be restricted and, where practicable, a more strategic approach to the use of sustainable urban drainage techniques will be promoted in conjunction with the EA.

The Water Framework Directive requires the EA to aim to ensure water quality is of good ecological status by 2015. The EA may require renegotiation of discharge consents from waste water treatment plants to partially satisfy this requirement. In addition the EA is working with agriculture, business and industry with a view to changing current practices and reducing the impact of any residual waste or run-off.

The most important ecological improvement is the Great Fen Project. This habitat restoration project links Holme Fen and Woodwalton Fen, both National Nature Reserves, to create 3,700 hectares of wetland with associated recreation, education and business uses. The linkage of boating and cycling routes with other areas are being taken forward.

Furthermore, the Cambridgeshire Horizons Green Infrastructure Study also identified some key interventions required in Huntingdon, St. Neots and St. Ives.

The report identified scope to secure continued enhancement and access to the River Great Ouse and its associated habitats for all settlements recognising that the Green Corridor Project between St Neots and Little Paxton seeks to develop the River Great Ouse resource. The report also stated that at Huntingdon improved corridors should also be provided to the north to the ancient/semi natural woodland clusters, linking with the proposed development at North Bridge and a further corridor giving access to the south of the town.

The Green Infrastructure Study also identified scope to provide a new corridor of enhancements to the east of St Neots in an existing open arable landscape linking with the proposed development east of the railway line.

The Study established a comprehensive action plan for green infrastructure interventions across the County identifying those that are of the highest priority over the next three years. For Huntingdonshire, these included:

- Green Corridor Project – St Neots to Little Paxton
- Grafham Water ancient and semi natural woodland linkage
- Great Fen Project
- Guided Busway Green Corridor St Ives to Fen Drayton
- South Peterborough Green Park to Great Fen Link
- Land East of St. Neots – pocket park in association with development and green corridor
- Land North West of Huntingdon – promote Strategic Open Space project
- Promote additional crossing of River Great Ouse at Needingworth/ Church End
- Ramsey to Great Fen – green corridor and waterway link

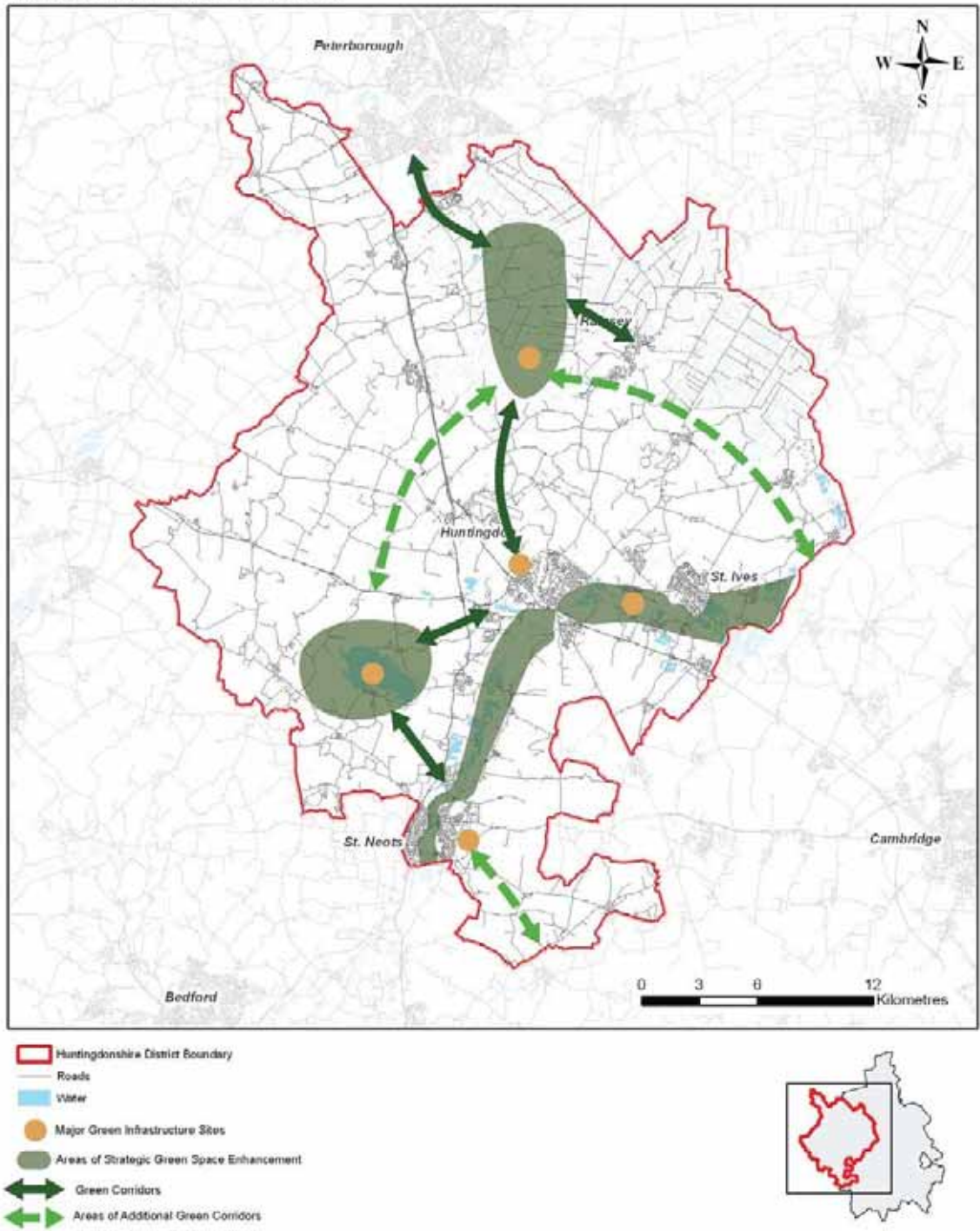
### Green Infrastructure Project Summary

Table 8.3 below presents all Green Infrastructure projects included in the Local Investment Framework analysis between now and 2026.

Table 8.3: Green Infrastructure Projects in Huntingdonshire

Type of Project	Project Name	CCC Green Infrastructure Strategy Project Code
<b>Strategic</b>		
<b>District and Sub Regional</b>		
Green Corridors	Fen Edge Project	Proj 9
Green Corridors	Guided Bus Route Green Corridor (cycleway / Bridleway / Sculpture trail)	Proj 10
Green Corridors	South Peterborough Green Park to Great Fen Link	Proj 13
Green Corridors	Fen Waterways Project	Proj 24 / 25
<b>Local</b>		
<b>Multiple Local Areas</b>		
Green Corridors	Ouse Valley Strategic Green Space Corridor	Proj 1
Green Corridors	Grafham Water to Abbots Ripton Corridor	Proj 8
Green Corridors	Huntingdon towards Peterborough Cycleway/Bridleway	Proj 29
Major Sites	Grafham Water Ancient and Semi natural woodland Link (inc. links to Little Paxton and Brampton)	Proj D
Major Sites	Great Fen Project -	Proj E
<b>Huntingdon</b>		
Major Sites	North West of Huntingdonshire: Strategic Open Space Project	Proj T
<b>St Ives</b>		
Major Sites	Houghton Meadows (part of Proj 1 above)	Proj B
<b>St Neots</b>		
Green Corridors	St Neots Town Centre Green Space Corridor (part of Proj 1 above)	Proj 1a
Green Corridors	Green Links through St Neots	Proj 22,16,30,31
Major Sites	Land East of St Neots	Proj Q

Figure 8.1: Illustration of Green Infrastructure Projects



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | AECOM

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## D. ECONOMIC / REGENERATION REQUIREMENTS

Economic Growth in Huntingdonshire is a key policy objective. Achieving the jobs growth targets set out in the Regional Spatial Strategy is critical to the achievement of all the other sustainable development objectives of growth. Without employment growth, demand for new dwellings will not be generated and wider social regeneration will not be realised. Ensuring that the conditions are right to support the Employment Growth agenda is essential.

### The Local Economy in Context

With regards to the current and forecast economic climate of Huntingdonshire, the Local Economy Strategy (2008 – 2015) has determined that the current and potential economy is healthy with a high rate of productivity, employment and business start ups. There is an issue however that while the economy is strengthening it is not keeping pace with the current and potential growth in housing and associated population which will continue to grow. While there is a general prosperity and good quality of life amongst the majority of the Huntingdonshire population there are still disparities and imbalances across the District which will need to be address.

Huntingdonshire's location within the London / Stansted / Cambridge / Peterborough Growth Area, and its connections into strong road and rail networks present great economic opportunities which must be developed through partnership working. A related challenge however of the District's positioning is the employment drain and subsequent commuting presented by Huntingdonshire close proximity to Cambridge and Peterborough.

The Local Economy Strategy states that to match the growth in housing development Huntingdonshire will need to provide between 10,000 and 20,000 new jobs by 2021. The Strategy suggests that a target nearer the high end of this range should be adopted. However the Regional Spatial Strategy target for new jobs is closer to 13,000 new jobs. These new jobs will have to provide for both the existing population and its current deficits and also the new population generated by continued housing growth.

Investment in the Huntingdonshire local economy will undoubtedly focus on the key growth areas and market towns to match as closely as possible the growth in communities and economically active people. This does not mean that the rural and smaller communities should not receive the adequate economic interventions to ensure they also benefit from a vibrant economic activity.

### The Regional Economic Strategy

The Regional Economic Strategy (RES) (2008 – 2031) aim is that by 2031, the East of England will be:

- Internationally competitive with a global reputation for innovation and business growth
- A region that harnesses and develops the talents and creativity of all
- At the forefront of the low-carbon and resource-efficient economy.

and known for:

- Exceptional landscapes, vibrant places and quality of life
- Being a confident, outward-looking region with strong leadership and where communities actively shape their future.

Eight goals have been identified to provide a clear framework for action:

1. Enterprise
2. Innovation
3. Digital Economy
4. Resource Efficiency
5. Skills for Productivity
6. Economic Participation
7. Transport
8. The Spatial Economy

As highlighted in Chapter 4 Existing Delivering Mechanisms, the RES recognises that the regions physical and economic success will increasingly be driven by the larger urban areas, regional cities and their surrounding rural areas. Integrated Development Programmes (IDPs) are being needed to develop the 'engines of growth' to increase their competitiveness and ability to grow sustainably. The 'engines of growth' are:

- Thames Gateway South Essex
- Greater Cambridge
- Greater Peterborough
- Milton Keynes South Midlands
- London Arc
- Greater Norwich
- Haven Gateway

Of particular relevance to Huntingdonshire are the Greater Cambridge and the Greater Peterborough 'engines of growth'. These identify key areas for action on congestion, housing affordability, increased international competition along with developing people's skills, improving the urban environment and tackling areas of deprivation.

### The Local Economy Strategy

The Huntingdonshire Local Economy Strategy identifies six strategic priorities within which it groups the various future activities and interventions identified as necessary to further the economic development of the District. These priorities will be delivered through the development and implementation of an action plan which brings together partner organisations. This action plan will be monitored annually. The 6 priority outcomes and associated objectives are as follows:

1. A high Level of Business Support
  - Co-ordinate the delivery of advice and support for new businesses during their start up phase and their early establishment.
  - Ensure the availability of general business services and advice across the district.

- Ensure specific business advice for key growth sectors, rural businesses, young people, migrant workers and businesses looking to re-locate here.
  - Enable the growth of small and medium sized businesses
  - Encourage appropriate (de) regulation
  - Promote strong business to business networks
  - Develop appropriate services and support for businesses already in the district and those looking to locate within Huntingdonshire
2. Improved Business Infrastructure
- Improve public transport
  - Improve transport networks for business
  - Ensure land and premises for economic growth
  - Improve ICT broadband/capacity
3. To ensure that skills levels support economic prosperity.
- Meet skills shortages
  - Address skills for the future, particularly in key growth sectors, and with attention to the higher-level skills that may be required
  - Maximise opportunities for workplace learning and training
  - Promote learning and training opportunities for people in deprived communities and those who are long term out-of-work
  - Seek investment opportunities for learning and skills development
  - Increase retention of young people in learning and training
  - Promote vocational opportunities for young people
  - Ensure the readiness and transition of young people to work
4. Economical, viable and vibrant town centres
- Increase the number of people using town centres
  - Encourage residents and businesses to buy local produce and services
  - Increase the retail offer and mix
  - Improve the evening economy
  - Enhance town centre environments
5. Increased investment in the local economy
- Encourage local people to visit local attractions
  - Encourage business visitors
  - Market Huntingdonshire to prospective businesses
  - Improve the mix of attractions, facilities and leisure opportunities
  - Develop attractions and services for visitors, specifically overnight stay visitors
6. Well developed key growth sectors
- To promote:
    - i. Creative Industries
    - ii. Environmental Science and Technologies
    - iii. High Value Manufacturing
    - iv. High-Tech Enterprises

### Economic / Regeneration Project Summary

Of particular use to this Local Investment Framework is the detailed Economic Infrastructure Investment Plan. This highlights those priority projects which will be required to develop and regenerate key economic activity in the District and indicates the likely cost and funding of those projects. For the purpose of this report we have grouped the key projects by locations as set out in the tables below.

Table 8.4: Strategic Economic Regeneration Initiatives

Strategic – District and Sub Regional					
Project Name	Delivery Timescale	Cost	Funding Information	Lead Partner	Notes and Triggers
Great Fen Project (tourism)	TBC	£1.35m	Funding for visitor centre still to be secured	Great Fen Project Steering group	Restoration project that links Holme Fen and Woodwalton Fen, both National Nature Reserves, to create 3,700 hectares of wetland with associated recreation, education and business uses. The linkage of boating and cycling routes with other areas are also being taken forward.

Table 8.5: Local Economic Regeneration Initiatives – Multiple Areas

Local - Multiple Areas					
Project Name	Delivery Timescale	Cost	Funding Information	Lead Partner	Notes and Triggers
Fens Adventurers Programme	2009/08 to 2012/13	TBC	ERDP	Fens Adventurers steering group	Increase economic prosperity in the Fens Adventurer area which covers Ramsey through support for farming, green tourism, micro enterprise development and social enterprises.
Rural skill development and enterprise generation	TBC	TBC	EEDA/ HDC	HDC	Diversification and up-skilling the local workforce and re-using redundant/under-used buildings to promote skills, crafts and environmental improvements. Drawing economic success across the sub-region and from the market towns into rural areas.



Table 8.6: Local Economic Regeneration Initiatives - Huntingdon

Local - Huntingdon					
Project Name	Delivery Timescale	Cost	Funding Information	Lead Partner	Notes and Triggers
West of Huntingdon High Tech Manufacturing Campus (Short Term Priority)	2008/09 – 2009/10  2008/09 to 20011/12 (delivery of full scheme)	£100k  To be determined	EEDA/ HDC	HDC	Study to: • Prepare the investment case, intervention programme and master plan for a high tech manufacturing campus as an effective economic generator for the sub-region (outlined in the Roger Tyms report - '70,000 Jobs for Cambridgeshire'). • Review will also include an appraisal of the extent to which the re-investment of HDC non-operational property portfolio could be re-used to promote the local and sub-regional economy.
Development East of Sapley Square, Oxmoor	2008/09 to 2011/12	To be determined	Community Asset Programme/ EEDA	Luminus and HDC	Feasibility study, master plan, developer selection and economic intervention programme for a mixed use development including housing, community managed work space for social enterprises and relocation of existing community facilities.

Table 8.7: Local Economic Regeneration Initiatives - Ramsey

Local - Ramsey					
Project Name	Delivery Timescale	Cost	Funding Information	Lead Partner	Notes and Triggers
Ramsey Enterprise Centre	2009/10 to 2011/12	£3 m	HDC, EEDA/ ERDF Funding not yet secured. in GCP Investment Plan & ERDF Plan	Hunts DC	Direct and indirect job creation and development of new businesses, particularly those linked to environmental science/sustainability. Up-skilling local workforce. Plus incubator space
Combined Heat & Power System for Ramsey	2009/10 to 2011/12	£2 m	Funding not yet secured.	Hunts DC	Renewable energy facility for local area and showcase for the region. Linked to Ramsey Enterprise Centre project above

Table 8.8: Local Economic Regeneration Initiatives - St Neots

St Neots					
Project Name	Delivery Timescale	Cost	Funding Information	Lead Partner	Notes and Triggers
Regeneration of St Neots Town Centre - the Priory Quarter.	2008/09 <i>Timescale for delivery of full scheme tba</i>	£100k  To be determined.	EEDA/ Huntingdon shire DC DCLG – CABE support.	HDC	Feasibility study, master plan, developer selection and economic intervention programme for the regeneration of the town centre through the Priory Quarter.
St Neots Green Corridor (St Neots to Little Paxton)	2008/09  2009 to 2011	£90k  £1.1M	Phase 1: HGF £90k  Phase 2: HGF Funding not yet secured	HDC	Phase 1: Preliminary design and planning permission for green space and education facilities, extension to visitors centre at Paxton Pits, small visitor centre at Barford Road, improvements to access and improvements to visitor welcome and riverside park to promote visitor use.  Phase 2: implementation of schemes”
St Neots Space for Creativity Enterprise Phase 2 (specifically St Mary's Urban Village/ Fire Station site).	2010/11- 2011/12	£2.5 m  To be determined	EEDA/ Huntingdon shire DC	HDC	Developing a sub-regional cluster of managed facilities incorporating incubator units and business support/ skills development facilities for the creative industries sector. Building on the development of phase 1.
New visitor centre at Paxton Pits	TBC - 2017?	£2M	TBC	HDC	Development of a new larger visitor facility at Paxton Pits. After gravel extraction has been completed.
St Neots Skills Campus (Introduction of carpentry, plumbing and electrical trades training to the St Neots area.	TBC	£350k	EEDA £225,000 HRC £125,000  TBC	Hunts Regional College	30 jobs created/safeguarded, 20 businesses supported, 10 businesses engaged in new collaboration, 50 people assisted with skills development  was approved 26/June 2008

As can be seen from the summary project tables above, the focus of the investment plan is over the next 5 to 10 years (predominantly up to 2015 with some slightly further ahead) while some projects are not yet confirmed with delivery target dates. Within the summary of each table we have tried to summarise the overall cost and funding situation, while obviously this cannot be 100% accurate, it is also affected by a number of projects having undefined cost estimates at this stage. However it would appear that the majority of the Huntingdon and St Neots focused projects have allocated or secured funding for the respective project. However, there appears to be a significant funding gap with regard to those projects identified for Ramsey and other District wide projects.

## E. SOCIAL INFRASTRUCTURE REQUIREMENTS

The indicative social infrastructure requirements for Huntingdonshire to 2026 are shown in this section of the report. They are based on the direct population impact of building between 12,000 and 13,000 new homes across the district up to 2026. We have applied a number of social infrastructure standards taken from a range of sources (as set out in Appendix E), to this age specific population to generate estimations of the appropriate infrastructure interventions required to sustain these new communities.

The social infrastructure requirements are generated based on the application of the appropriate social infrastructure standard to the identified rise in population. This generates a quantum of demand, or floorspace requirement, that EDAW have used to suggest potential options for delivery and co-location arrangements. Whilst these delivery arrangements have been suggested in consultation with key service providers they are subject to change and do not represent a binding agreement to provide infrastructure in the suggested manner at this stage. Therefore, the modelled requirements should be viewed as the quantitative demand and the delivery proposals as potential options to meet this demand.

The district has been sub-divided into the following key areas of housing development to allow more detailed analysis of social infrastructure demand:

- Huntingdon
- Yaxley
- Ramsey
- St. Ives
- St. Neots (presented with both a low and high growth option).

The above key areas of housing development form the structure of this chapter of the report.

We have presented the potential social infrastructure requirements and associated project interventions in the following 4 phases:

- Phase 1: by 2011
- Phase 2: by 2016
- Phase 3: by 2021
- Phase 4: by 2026

In addition to the local social infrastructure projects presented within this chapter the study has also identified the following planned social infrastructure projects which will benefit the District as a whole:

- Upgrades works to Hinchingsbrooke Hospital – (vacating the back of the hospital site and upgrading the maternity wards)
- Huntingdonshire Regional College (HRC) has plans to transform the facilities for vocational learning and skills in Huntingdonshire by rebuilding the College in both Huntingdon and St Neots. The College plans to relocate to a new site in Hinchingsbrooke, Huntingdon and to a site close to the existing Campus on Huntingdon Street in St Neots.

## HUNTINGDON

The gross demand for social infrastructure in Huntingdon to 2026 is shown in Tables 8.9 to 8.12. Table 8.9 shows the quantitative phased demand for social infrastructure arising from population change in Huntingdon. Table 8.10 suggests potential social infrastructure delivery options, alongside a justification for the proposals. Table 8.11 suggests an appropriate phasing programme for these delivery options, based on population growth rates. Figure 8.2 suggests the broad areas where delivery options could be located based on the location of existing facilities and accessibility levels.

Table 8.9: Huntingdon – Cumulative Phased Social Infrastructure Requirements

Huntingdon	Phase 1	Phase 2	Phase 3	Phase 4
	By 2011	By 2016	By 2021	By 2026
Total New Population	2,430	5,730	8,745	9,332
<b>Education</b>				
Early Years Places	93	219	335	357
Primary School Places	309	729	1,113	1,188
Primary School Forms of Entry	1.5	3.5	5.3	5.7
Secondary School Places	209	492	751	801
Secondary School Forms of Entry	1.4	3.3	5.0	5.3
<b>Healthcare</b>				
Number of GPs	1.4	3.2	4.9	5.2
Dentists	1.2	2.9	4.4	4.7
Acute Care Beds	5.1	11.9	18.2	19.4
Other Beds (inc. Mental health)	1.7	4.0	6.1	6.5
<b>Leisure and Recreation</b>				
Swimming Pool Water (sq.m)	27	63	96	102
25m pool Lanes (1 lane = 53.1 sq.m)	0.5	1.2	1.8	1.9
Swimming Pools (4 lanes per pool)	0.1	0.3	0.5	0.5
Sports Court space (sq.m)	124	293	448	478
Sport Courts (170 sq.m per court)	0.7	1.7	2.6	2.8
Sports Centres (4 courts per centre)	0.2	0.4	0.7	0.7
Indoor Bowls Rinks	0.1	0.3	0.5	0.6
Indoor Bowl Halls (6 rinks per Hall)	0.0	0.1	0.1	0.1
Artificial Turf Pitch Space (Sq.m)	598	1,410	2,151	2,296
Artificial Turf Pitches (ATPs)	0.1	0.2	0.3	0.4
<b>Community Facilities</b>				
Community space / Hall Space (sq.m)	148	350	533	569
Library Space (sq.m)	64	152	232	247
<b>Open Space</b>				
Outdoor sports, pitches, courts and greens (ha.)	3.9	9.2	14.1	15.0
Allotments and community gardens (ha.)	0.8	1.8	2.8	3.0
Informal open space (ha.):	4.4	10.3	15.7	16.8

- Parks and Gardens (ha.)	1.2	2.8	4.2	4.5
- Natural and semi-natural open space (ha.)	0.6	1.3	2.0	2.1
- Amenity greenspace (ha.)	2.6	6.2	9.5	10.2
Children and young people's play space (ha.)	0.6	1.5	2.2	2.4
<b>Essential and Emergency Services</b>				
Police Officers	6	14	21	23
Safer Neighbourhood team accommodation (100 sq.m)	1	2	3	4
Fire Stations	0.0	0.1	0.1	0.1
Increase in ambulance calls	304	716	1,093	1,167

Table 8.10: Huntingdon – Potential Social Infrastructure Delivery Options

<b>Huntingdon – Potential Social Infrastructure Delivery Options</b>	
Potential Delivery Options	Notes
<b>Education</b>	
7 x new 52-place Nurseries  1 x Children's Centre	<p><u>Early Years</u></p> <p>- Gross demand for 357 Nursery places by 2026</p> <p><u>Children's Centre</u></p> <p>- There is no standard for Children's Centres, but it is likely that there will be demand for 1 new Children's Centre for every 3 new primary schools (source: Cambridgeshire County Council, Education Department).</p>

<p>2 x new 2FE Primary School 1 x new 1FE Primary School</p> <p>Extend 2 current Secondary Schools, or build a new 4FE Secondary School</p>	<p><u>Primary Schools</u></p> <ul style="list-style-type: none"> <li>- Gross demand for 1,188 Primary places by 2026</li> <li>- Surplus Capacity of 500 Primary places</li> <li>- Net demand of 688 Primary places</li> <li>- Primary Schools must be locally accessible</li> </ul> <p><u>Secondary Schools</u></p> <ul style="list-style-type: none"> <li>- Gross demand for 801 Secondary places by 2026</li> <li>- Surplus Capacity of 270 Secondary places</li> <li>- Net demand of 531 Secondary places</li> <li>- St Peter’s School and Hinchingsbrooke School both currently large and not deemed suitable to accommodate all of the additional demand. Therefore it is possible to either extend both of these facilities or build a new Secondary School, which could be 4FE with room to expand in future.</li> </ul>
<p><b>Healthcare</b></p>	
<p>1 x new 5GP Primary and Social Care Facility.</p>	<p><u>Healthcare</u></p> <p>Demand for 5 additional GPs and 5 additional dentists.</p> <p>There will also be an increase in healthcare staff provision, which is not modelled here but can be expected to receive tariff payments.</p>
<p><b>Community Facilities</b></p>	
<p>2 x new Small multi-purpose community facilities (300sq.m)</p>	<p><u>Multi-purpose community facilities</u></p> <ul style="list-style-type: none"> <li>- Two new small multi-purpose community facilities are required (300sq.m each).</li> </ul> <p><u>Library</u></p> <ul style="list-style-type: none"> <li>- Huntingdon Library is currently in the process of being rebuilt to improve the quality of its services and will provide an increased level of usable space as a result. It is therefore unlikely that there will be sufficient demand for a new library facility in Huntingdon.</li> </ul>
<p><b>Leisure and Recreation</b></p>	
<p>Extend Huntingdon Leisure Centre</p>	<p><u>Leisure and Recreation</u></p> <ul style="list-style-type: none"> <li>- While the previous table illustrates that there is additional demand for leisure and recreation facilities the demand is not large enough to justify one whole facility. Therefore a potential solution would be to extend the existing leisure centre if appropriate.</li> </ul>
<p><b>Open Space</b></p>	
<p>15ha Outdoor sports, pitches, courts and greens 3.0ha Allotments and community gardens 16.8ha Informal open space 2.4ha Children and young people's play space</p>	<p>There is demand for: 15ha of Outdoor Sports space; 16.8ha of informal open space; 3 ha of allotment and community gardens; 2.4ha of children's and young people's play space. These spaces should be integrated throughout areas of new development to ensure good accessibility to local green space and facilities.</p>

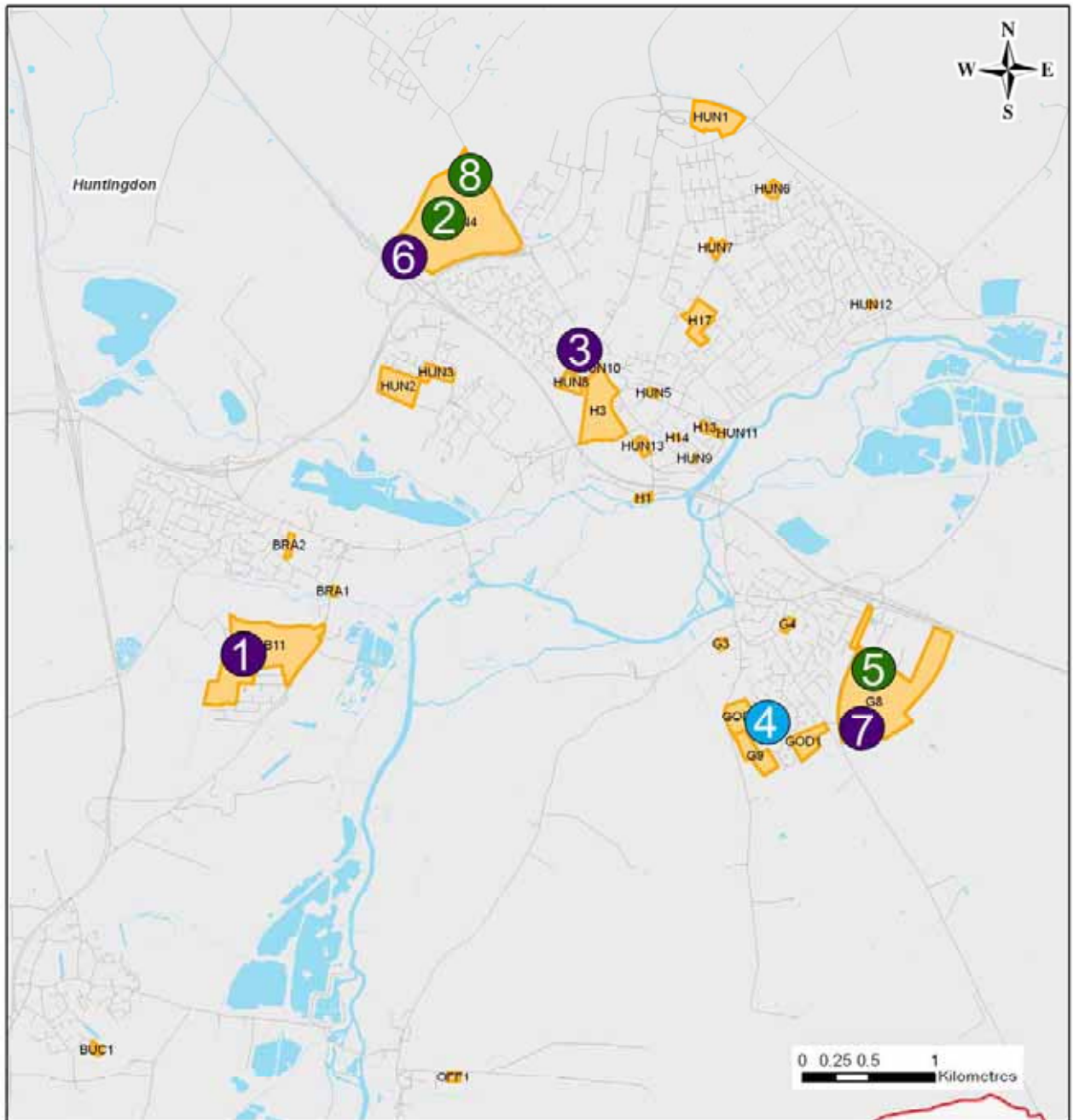
Essential and Emergency Services	
<p>4 x new Safer Neighbourhood Team accommodation (100 sq.m) to accommodate SNT consisting of 6 Officers each</p>	<p><u>Police</u></p> <ul style="list-style-type: none"> <li>- There is demand for 23 police officers by 2026</li> <li>- Rising demand in Huntingdon could also lead to additional police demand for operational support, such as Custody, Air Support, Dog Section and Road Policing</li> </ul> <p><u>Ambulance and fire</u></p> <ul style="list-style-type: none"> <li>- There is insufficient demand for a new ambulance point or fire station although the existing capacity will need to be adjusted to cope with any additional emergency calls. This may consist of additional staff or appliances.</li> </ul>

Table 8.11: Huntingdon – Potential Social Infrastructure Delivery Options by Phase

Huntingdon – Potential Delivery Options by Phase	
Phase 1 By 2011	Construct co-located facility that contains one 52-place nursery and one Safer neighbourhood team accommodation. <b>See Facility 3 in Figure 8.2</b>
Phase 2 By 2016	Construct co-located facility that contains one 2FE Primary School, one 5GP Primary Care Centre, one Safer neighbourhood team accommodation and one 52-place Nursery. <b>See Facility 2 in Figure 8.2</b>
	One 4FE Secondary School one 1FE Primary School and one Children’s Centre. <b>See Facility 8 in Figure 8.2</b>
	One 52-place nursery. <b>See Facility 1 in Figure 8.2</b>
Phase 3 By 2021	One 52-place nursery. <b>See Facility 6 in Figure 8.2</b>
	Extend Huntingdon Leisure Centre, if appropriate.
	Construct co-located facility that contains one 2FE Primary School, one Small multi-purpose community facility, one 52-place nursery and one Safer neighbourhood team accommodation. <b>See Facility 5 in Figure 8.2</b>
	Construct co-located facility that contains one Small multi-purpose community facility, one Safer neighbourhood team accommodation and one 52-place nursery. <b>See Facility 4 in Figure 8.2</b>
Phase 4 By 2026	One 52-place nursery. <b>See Facility 7 in Figure 8.2</b>
<p><i>Note on Open space: Open space will required in line with the housing trajectory and associated population growth. Open space timing and costs have been directly linked to the housing trajectory within the Infrastructure Delivery Model</i></p>	
<p><i>Note on Secondary Schools: As identified in table 8.10 two options exist for Huntingdon; either extending current schools or building a new 4 FE school – for the purposes of modelling costs the IDM has modelled the option of building a new school.</i></p>	



Figure 8.2: Huntingdon – Suggested Broad Location of Potential Infrastructure Facilities



Legend **\*\*Note: Planned provision symbols indicate infrastructure to be provided and not their exact locations\*\***

- |                                 |                                   |
|---------------------------------|-----------------------------------|
| <b>Future Planned Provision</b> | Housing Development Sites         |
| Community Led Development       | Huntingdonshire District Boundary |
| Education Led Development       | Roads                             |
| Nursery                         | Water                             |
|                                 | Cambridgeshire County             |



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## YAXLEY

The gross demand for social infrastructure in Yaxley to 2026 is shown below in Tables 8.12 to 8.14. Table 8.12 shows the quantitative phased demand for social infrastructure arising from population change in Yaxley. Table 8.13 suggests potential social infrastructure delivery options, alongside a justification for the proposals. Table 8.14 suggests an appropriate phasing programme for these delivery options, based on population growth rates. Figure 8.3 suggests the broad areas where delivery options could be located based on the location of existing facilities and accessibility levels.

Table 8.12: Yaxley – Cumulative Phased Social Infrastructure Requirements

Yaxley	Phase 1	Phase 2	Phase 3	Phase 4
	By 2011	By 2016	By 2021	By 2026
Total New Population	739	1,159	1,159	1,159
<b>Education</b>				
Early Years Places	28	44	44	44
Primary School Places	94	148	148	148
Primary School Forms of Entry	0.4	0.7	0.7	0.7
Secondary School Places	63	99	99	99
Secondary School Forms of Entry	0.4	0.7	0.7	0.7
<b>Healthcare</b>				
Number of GPs	0.4	0.6	0.6	0.6
Dentists	0.4	0.6	0.6	0.6
Acute Care Beds	1.5	2.4	2.4	2.4
Other Beds (inc. Mental health)	0.5	0.8	0.8	0.8
<b>Leisure and Recreation</b>				
Swimming Pool Water (sq.m)	8	13	13	13
25m pool Lanes (1 lane = 53.1 sq.m)	0.2	0.2	0.2	0.2
Swimming Pools (4 lanes per pool)	0.0	0.1	0.1	0.1
Sports Court space (sq.m)	38	59	59	59
Sport Courts (170 sq.m per court)	0.2	0.3	0.3	0.3
Sports Centres (4 courts per centre)	0.1	0.1	0.1	0.1
Indoor Bowls Rinks	0.0	0.1	0.1	0.1
Indoor Bowl Halls (6 rinks per Hall)	0.0	0.0	0.0	0.0
Artificial Turf Pitch Space (Sq.m)	182	285	285	285
Artificial Turf Pitches (ATPs)	0.0	0.0	0.0	0.0

Community Facilities				
Community Space / Hall Space (sq.m)	45	71	71	71
Library Space (sq.m)	20	31	31	31
Open Space				
Outdoor sports, pitches, courts and greens (ha.)	1.2	1.9	1.9	1.9
Allotments and community gardens (ha.)	0.2	0.4	0.4	0.4
Informal open space (ha.):	1.3	2.1	2.1	2.1
- Parks and Gardens (ha.)	0.4	0.6	0.6	0.6
- Natural and semi-natural open space (ha.)	0.2	0.3	0.3	0.3
- Amenity greenspace (ha.)	0.8	1.3	1.3	1.3
Children and young people's play space (ha.)	0.2	0.3	0.3	0.3
Essential and Emergency Services				
Police Officers	2	3	3	3
Safer Neighbourhood Team accommodation (100 sq.m)	0	0	0	0
Fire Stations	0.0	0.0	0.0	0.0
Increase in ambulance calls	92	145	145	145

Table 8.13: Yaxley – Potential Social Infrastructure Delivery Options

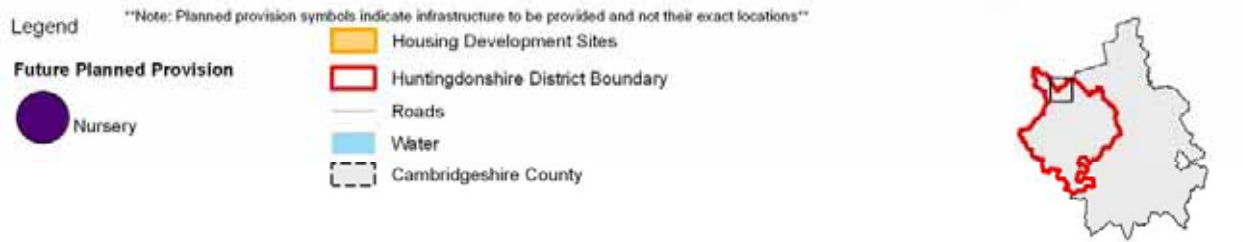
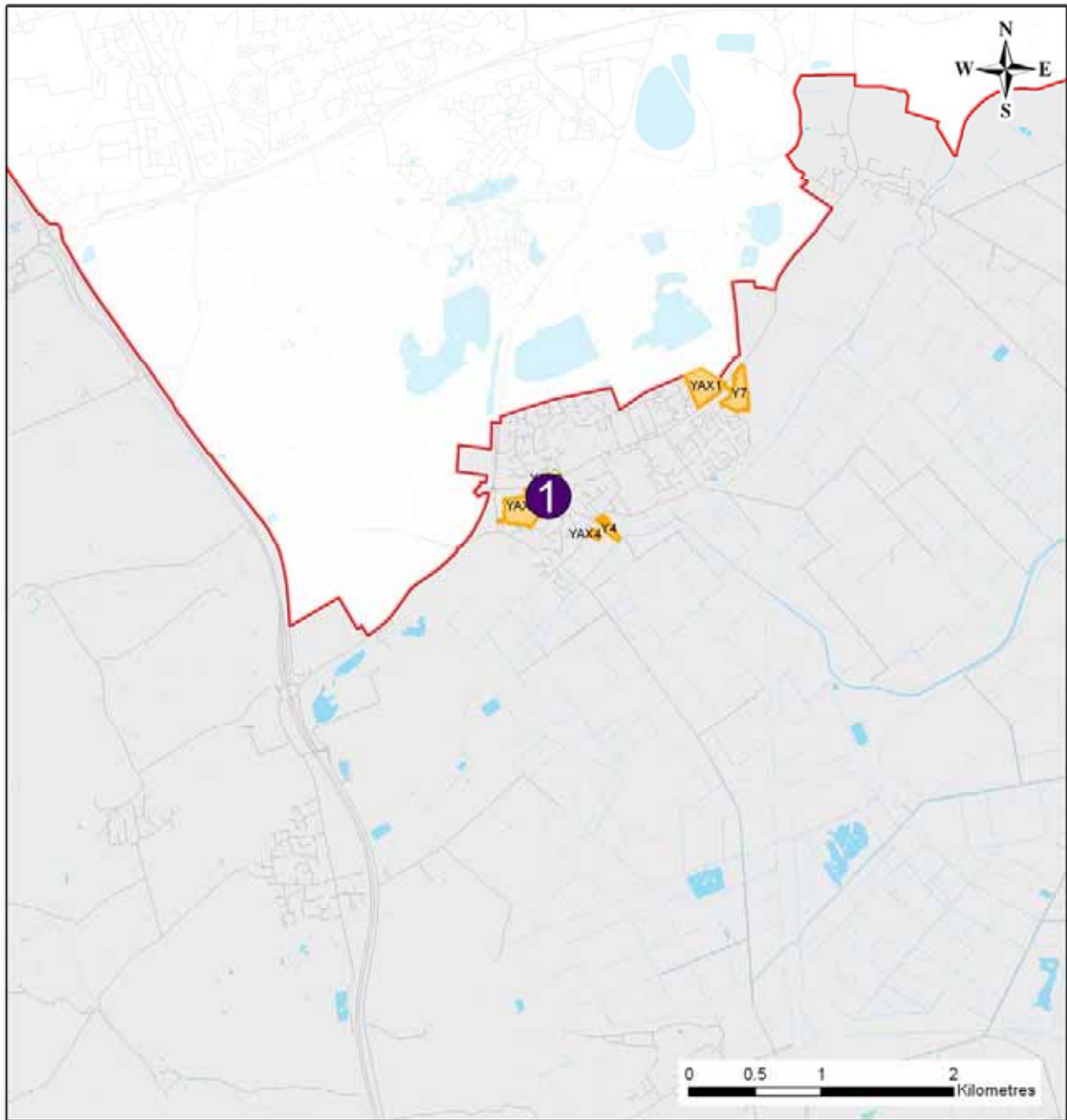
Yaxley – Potential Social Infrastructure Delivery Options	
Potential Delivery Options	Notes
Education	
1 x new 52-place Nursery	<u>Early Years</u> There is additional demand for 1 new 52-place nursery.
Extend 1 current Primary School	<u>Primary Schools</u> There are nearly 200 surplus Primary School places in the Yaxley area and rising population numbers from new housing could result in an additional demand of 148 places. There is theoretically more than enough surplus space to accommodate new demand but due to the location of the facilities, a school near the main centre of the developments may need extending. <u>Secondary Schools</u> There are no Huntingdonshire secondary schools in proximity to this area and there will be demand for 99 additional places by 2026. Due to the proximity of this area to Peterborough, it is envisaged that pupils will travel there to attend a secondary school.

Healthcare	
There is insufficient demand to warrant any extensions of existing facilities or development of new facilities although the small increase in population may provide an increased demand in healthcare staff provision, which is not presented here but can be expected to receive tariff payments.	
Community Facilities	
There is insufficient demand to warrant any extensions of existing facilities or development of new facilities	
Open Space	
1.9ha Outdoor sports, pitches, courts and greens 0.4ha Allotments and community gardens 2.1ha Informal open space 0.3ha Children and young people's play space	There is demand for: 1.9ha of Outdoor Sports space; 0.4ha of allotment and community gardens; 2.1ha of informal open space 0.3ha of children's and young people's play space. These spaces should be integrated throughout areas of new development to ensure good accessibility to local green space and facilities.
Leisure and Recreation	
There is insufficient demand to warrant any extensions of existing facilities or development of new facilities	
Essential and Emergency Services	
There is insufficient demand for a new ambulance point or fire station although the existing capacity will need to be adjusted to cope with any additional emergency calls. This may consist of additional staff or appliances.	

Table 8.14: Yaxley – Potential Social Infrastructure Delivery Options by Phase

Yaxley –Potential Delivery Options by Phase	
Phase 1 By 2011	None
Phase 2 By 2016	Extend 1 central primary school to accommodate 130 additional pupils
	Construct 1 52-place nursery near major housing growth. <b>See Facility 1 in Figure 8.3</b>
Phase 3 By 2021	No further changes
Phase 4 By 2026	No further changes
<i>Note on Open space: Open space will required in line with the housing trajectory and associated population growth. Open space timing and costs have been directly linked to the housing trajectory within the Infrastructure Delivery Model</i>	

Figure 8.3: Yaxley – Suggested Broad Location of Potential Infrastructure Facilities



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## RAMSEY

The gross demand for social infrastructure in Ramsey to 2026 is shown below in Tables 8.15 to 8.17. Table 8.15 shows the quantitative phased demand for social infrastructure arising from population change in Ramsey. Table 8.16 suggests potential social infrastructure delivery options, alongside a justification for the proposals. Table 8.17 suggests an appropriate phasing programme for these delivery options, based on population growth rates. Figure 8.4 suggests the broad areas where delivery options could be located based on the location of existing facilities and accessibility levels.

Table 8.15: Ramsey – Cumulative Phased Social Infrastructure Requirements

Ramsey	Phase 1	Phase 2	Phase 3	Phase 4
	By 2011	By 2016	By 2021	By 2026
Total New Population	257	989	1,102	1,102
<b>Education</b>				
Early Years Places	10	38	42	42
Primary School Places	33	126	140	140
Primary School Forms of Entry	0.2	0.6	0.7	0.7
Secondary School Places	22	85	95	95
Secondary School Forms of Entry	0.1	0.6	0.6	0.6
<b>Healthcare</b>				
Number of GPs	0.1	0.5	0.6	0.6
Dentists	0.1	0.5	0.6	0.6
Acute Care Beds	0.5	2.1	2.3	2.3
Other Beds (inc. Mental health)	0.2	0.7	0.8	0.8
<b>Leisure and Recreation</b>				
Swimming Pool Water (sq.m)	3	11	12	12
25m pool Lanes (1 lane = 53.1 sq.m)	0.1	0.2	0.2	0.2
Swimming Pools (4 lanes per pool)	0.0	0.1	0.1	0.1
Sports Court space (sq.m)	13	51	56	56
Sport Courts (170 sq.m per court)	0.1	0.3	0.3	0.3
Sports Centres (4 courts per centre)	0.0	0.1	0.1	0.1
Indoor Bowls Rinks	0.0	0.1	0.1	0.1
Indoor Bowl Halls (6 rinks per Hall)	0.0	0.0	0.0	0.0
Artificial Turf Pitch Space (Sq.m)	63	243	271	271
Artificial Turf Pitches (ATPs)	0.0	0.0	0.0	0.0
<b>Community Facilities</b>				

Community Space / Hall Space (sq.m)	16	60	67	67
Library Space (sq.m)	7	26	29	29
<b>Open Space</b>				
Outdoor sports, pitches, courts and greens (ha.)	0.4	1.6	1.8	1.8
Allotments and community gardens (ha.)	0.1	0.3	0.4	0.4
Informal open space (ha.):	0.5	1.8	2.0	2.0
- Parks and Gardens (ha.)	0.1	0.5	0.5	0.5
- Natural and semi-natural open space (ha.)	0.1	0.2	0.3	0.3
- Amenity greenspace (ha.)	0.3	1.1	1.2	1.2
Children and young people's play space (ha.)	0.1	0.3	0.3	0.3
<b>Essential and Emergency Services</b>				
Police Officers	1	2	3	3
Safer Neighbourhood Team accommodation (100 sq.m)	0	0	0	0
Fire Stations	0.0	0.0	0.0	0.0
Increase in ambulance calls	32	124	138	138

Table 8.16: Ramsey – Potential Social Infrastructure Delivery Options

<b>Ramsey – Potential Social Infrastructure Delivery Options</b>	
Potential Delivery Options	Notes
<b>Education</b>	
1 x new 52-place Nursery	<u>Early Years</u> There is additional demand for 1 new 52-place nursery. See Facility 1 in the diagram below.
Extend 1 current Secondary School	<u>Primary Schools</u> There are 334 Surplus Primary School places in the Ramsey area and rising population numbers from new housing could result in an additional demand for 140 places. There is theoretically more than enough surplus space to accommodate new demand but due to the location of the facilities, only Bury Church of England School, Ramsey Junior School and Upwood School are easily accessible to new housing areas. These schools currently have surplus capacity of 232 places and this still appears to be ample capacity to match the housing growth. <u>Secondary Schools</u> There is no secondary school in Ramsey with spare capacity and so Abbey College Ramsey should be extended to accommodate roughly 100 additional places

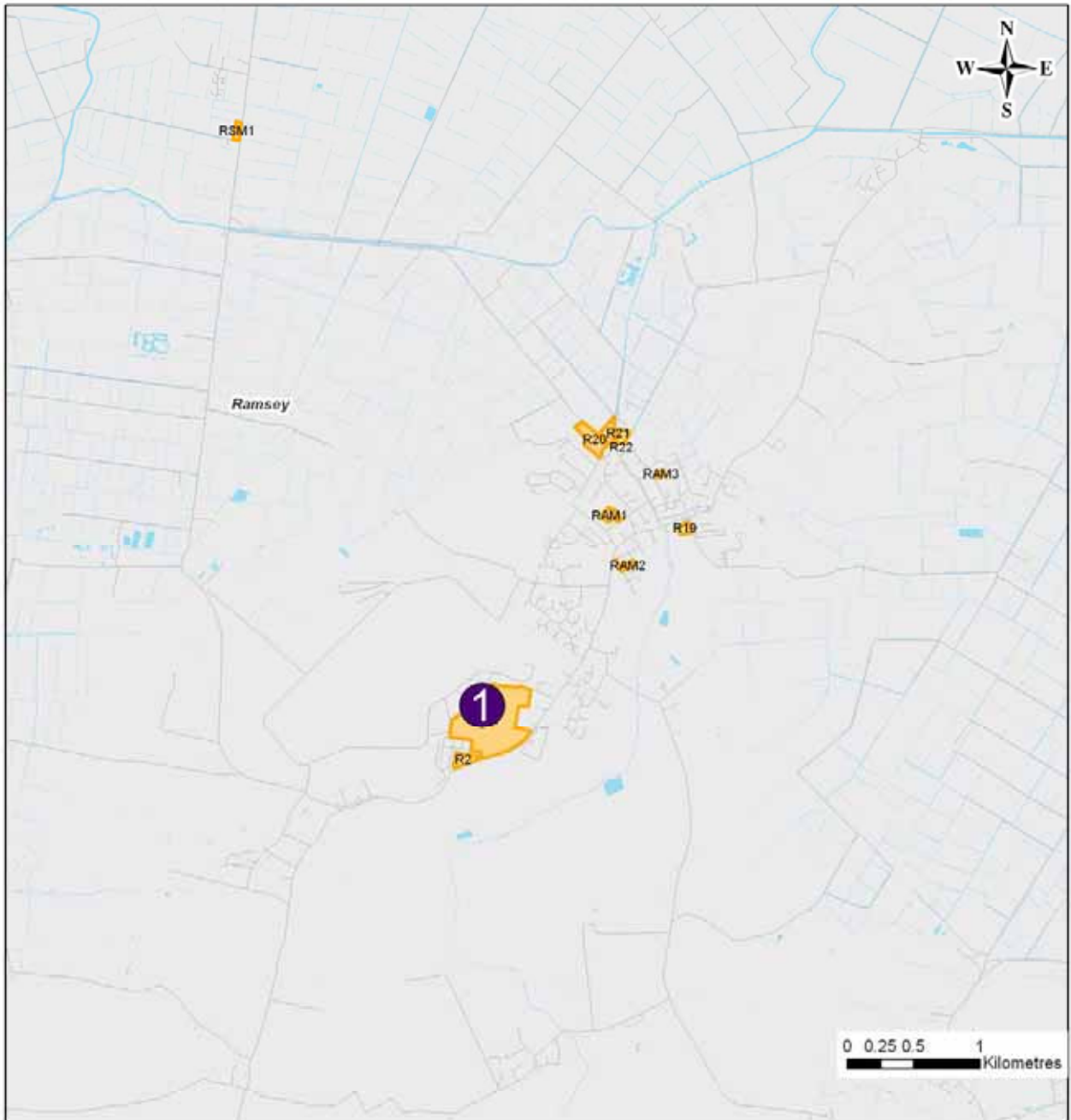
Healthcare	
There is insufficient demand to warrant any extensions of existing facilities or development of new facilities although the small increase in population may provide an increased demand in healthcare staff provision, which is not presented here but can be expected to receive tariff payments.	
Community Facilities	
There is insufficient demand to warrant any extensions of existing facilities or development of new facilities	
Open Space	
1.8ha Outdoor sports, pitches, courts and greens 0.4ha Allotments and community gardens 2.0ha Informal open space 0.3ha Children and young people's play space	There is demand for: 1.8ha of Outdoor Sports space; 0.4ha of allotment and community gardens; 2ha of informal open space; 0.3ha of children's and young people's play space. These spaces should be integrated throughout areas of new development to ensure good accessibility to local green space and facilities.
Leisure and Recreation	
There is insufficient demand to warrant any extensions of existing facilities or development of new facilities	
Essential and Emergency Services	
There is insufficient demand for a new ambulance point or fire station although the existing capacity will need to be adjusted to cope with any additional emergency calls. This may consist of additional staff or appliances.	

Table 8.17: Ramsey – Potential Social Infrastructure Delivery Options By Phase

Ramsey –Potential Delivery Options by Phase	
Phase 1 By 2011	None
Phase 2 By 2016	Extend Abbey College Ramsey to accommodate 100 additional secondary school pupils
	Construct 1 52-place nursery near major housing growth. <b>See Facility 1 in Figure 8.4</b>
Phase 3 By 2021	No further changes
Phase 4 By 2026	No further changes
<i>Note on Open space: Open space will required in line with the housing trajectory and associated population growth. Open space timing and costs have been directly linked to the housing trajectory within the Infrastructure Delivery Model</i>	



Figure 8.4: Ramsey – Suggested Broad Location of Potential Infrastructure Facilities



Legend **\*\*Note: Planned provision symbols indicate infrastructure to be provided and not their exact locations\*\***

- |                                 |                                   |
|---------------------------------|-----------------------------------|
| <b>Future Planned Provision</b> | Housing Development Sites         |
| Community Led Development       | Huntingdonshire District Boundary |
| Education Led Development       | Roads                             |
| Nursery                         | Water                             |
|                                 | Cambridgeshire County             |



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## ST IVES

The gross demand for social infrastructure in St Ives to 2026 is shown below in Tables 8.18 to 8.20. Table 8.18 shows the quantitative phased demand for social infrastructure arising from population change in St Ives. Table 8.19 suggests potential social infrastructure delivery options, alongside a justification for the proposals. Table 8.20 suggests an appropriate phasing programme for these delivery options, based on population growth rates. Figure 8.5 suggests the broad areas where delivery options could be located based on the location of existing facilities and accessibility levels.

**Table 8.18: St Ives – Cumulative Phased Social Infrastructure Requirements**

St Ives	Phase 1	Phase 2	Phase 3	Phase 4
	By 2011	By 2016	By 2021	By 2026
Total New Population	939	2,361	3,047	3,122
<b>Education</b>				
Early Years Places	36	90	117	120
Primary School Places	120	300	388	397
Primary School Forms of Entry	0.6	1.4	1.8	1.9
Secondary School Places	81	203	262	268
Secondary School Forms of Entry	0.5	1.4	1.7	1.8
<b>Healthcare</b>				
Number of GPs	0.5	1.3	1.7	1.7
Dentists	0.5	1.2	1.5	1.6
Acute Care Beds	2.0	4.9	6.3	6.5
Other Beds (inc. Mental health)	0.7	1.7	2.1	2.2
<b>Leisure and Recreation</b>				
Swimming Pool Water (sq.m)	10	26	33	34
25m pool Lanes (1 lane = 53.1 sq.m)	0.2	0.5	0.6	0.6
Swimming Pools (4 lanes per pool)	0.0	0.1	0.2	0.2
Sports Court space (sq.m)	48	121	156	160
Sport Courts (170 sq.m per court)	0.3	0.7	0.9	0.9
Sports Centres (4 courts per centre)	0.1	0.2	0.2	0.2
Indoor Bowls Rinks	0.1	0.1	0.2	0.2
Indoor Bowl Halls (6 rinks per Hall)	0.0	0.0	0.0	0.0
Artificial Turf Pitch Space (Sq.m)	231	581	750	768
Artificial Turf Pitches (ATPs)	0.0	0.1	0.1	0.1
<b>Community Facilities</b>				

Community Space / Hall Space (sq.m)	57	144	186	190
Library Space (sq.m)	25	63	81	83
<b>Open Space</b>				
Outdoor sports, pitches, courts and greens (ha.)	1.5	3.8	4.9	5.0
Allotments and community gardens (ha.)	0.3	0.8	1.0	1.0
Informal open space (ha.):	1.7	4.2	5.5	5.6
- Parks and Gardens (ha.)	0.5	1.1	1.5	1.5
- Natural and semi-natural open space (ha.)	0.2	0.5	0.7	0.7
- Amenity greenspace (ha.)	1.0	2.6	3.3	3.4
Children and young people's play space (ha.)	0.2	0.6	0.8	0.8
<b>Essential and Emergency Services</b>				
Police Officers	2	6	7	8
Safer Neighbourhood Team accommodation (100 sq.m)	0	1	1	1
Fire Stations	0.0	0.0	0.0	0.0
Increase in ambulance calls	117	295	381	390

Table 8.19: St Ives - Potential Social Infrastructure Delivery Options

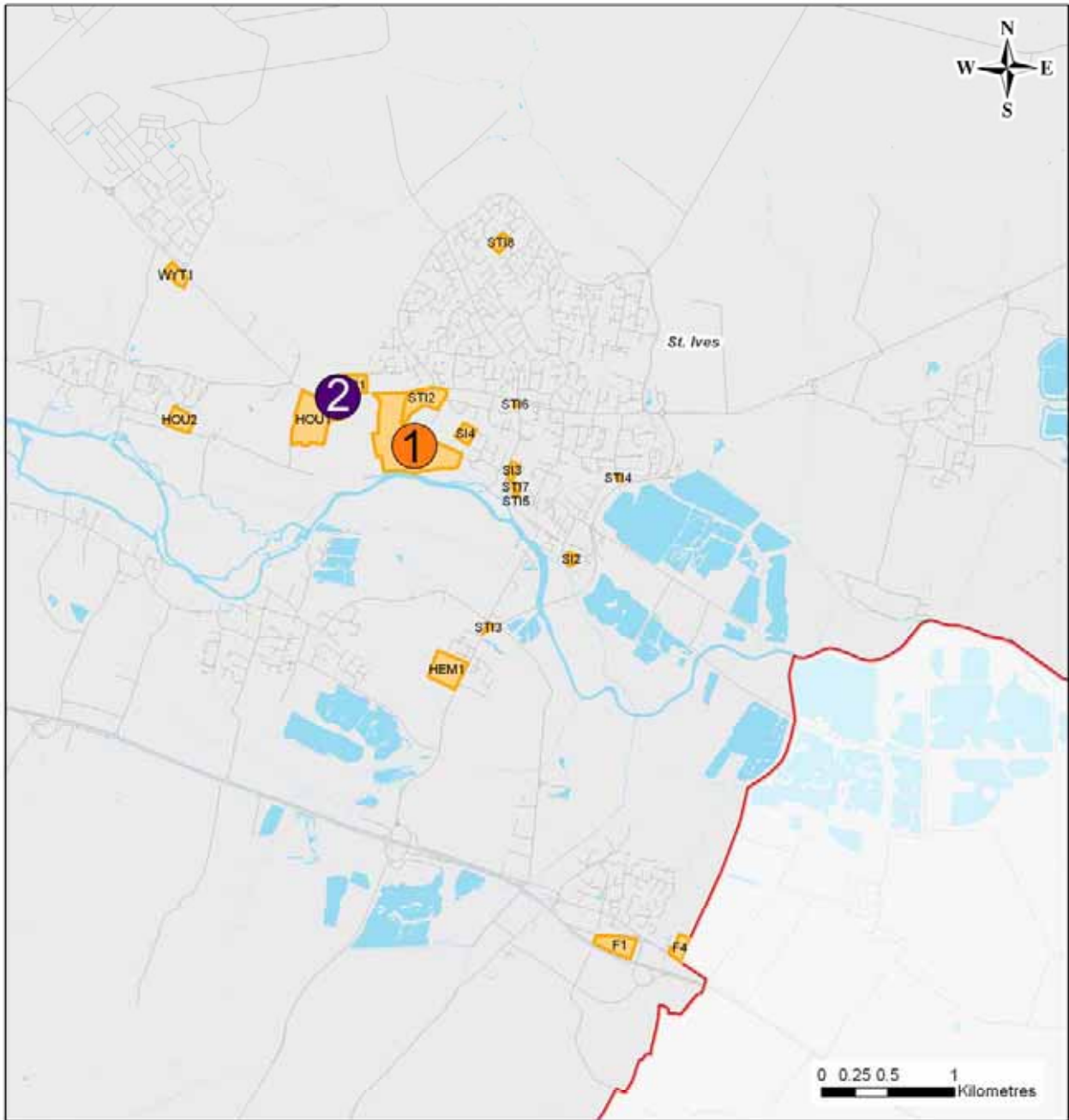
St Ives – Potential Social Infrastructure Delivery Options	
Potential Delivery Options	Notes
<b>Education</b>	
2 x new 52-place Nurseries	<p><u>Early Years</u></p> <ul style="list-style-type: none"> <li>- Gross demand for 120 Nursery places by 2026</li> <li>- Suggest 2 new 52-place Nursery facilities.</li> </ul>
Extend current Wheatfields School, Westfield School and Thorndown School	<p><u>Primary Schools</u></p> <ul style="list-style-type: none"> <li>- Gross demand for 400 Primary places by 2026</li> <li>- Surplus Capacity of 427 Primary places</li> <li>- Theoretically there is no net demand, but primary schools must be locally accessible and so the only the schools local to the area of main housing development can be taken into account. These schools are Wheatfields School, Westfield School and Thorndown School. Across these facilities there are 291 spare places. It is therefore suggested that one or more of these three facilities are extended to satisfy a total net demand of 109 places.</li> </ul>
Extend current St Ivo School	<p><u>Secondary Schools</u></p> <ul style="list-style-type: none"> <li>- Gross demand for 270 Secondary places by 2026</li> <li>- There is no spare capacity at St Ivo School and so the extension of this facility is proposed.</li> </ul>
<b>Healthcare</b>	
1 x New Primary and Social Care facility, comprising 2 new GPs amalgamated with another existing GP surgery.	<ul style="list-style-type: none"> <li>- There is demand for 2 additional GPs and 2 additional dentists that should be provided through amalgamation with another small GP practice to create a new Primary and Social Care facility</li> <li>- There will also be an increase in healthcare staff provision, which is not modelled here but can be expected to receive tariff payments.</li> </ul>
<b>Community Facilities</b>	
1 x new Small multi-purpose community facility (300sq.m)	<ul style="list-style-type: none"> <li>- There is demand for 190 sq.m of community space by 2026.</li> </ul>
<b>Open Space</b>	
5.0ha Outdoor sports, pitches, courts and greens 1.0ha Allotments and community gardens 5.6ha Informal open space 0.8ha Children and young people's play space	<p>There is demand for: 5ha of Outdoor Sports space; 1ha of allotment and community gardens; 5.6ha of informal open space; 0.8ha of children's and young people's play space. These spaces should be integrated throughout areas of new development to ensure good accessibility to local green space and facilities.</p>

Leisure and Recreation	
Extend St Ivo Outdoor Leisure Complex, if appropriate	<ul style="list-style-type: none"> <li>- There is insufficient demand for a new leisure centre and indoor swimming pool in St Ives to 2026 and it may not be viable to extend St. Ivo Leisure Centre by a small amount. It may therefore be more appropriate to provide additional leisure facilities by extending St Ivo Outdoor Leisure Complex.</li> <li>- Insufficient demand is generated for new Indoor Bowls or ATP facilities.</li> </ul>
Essential and Emergency Services	
1 x new Safer Neighbourhood Team accommodation (sq.m) to accommodate SNT consisting of 6 Officers each	<ul style="list-style-type: none"> <li>- There is demand for 8 additional police officers by 2026</li> <li>- There is insufficient demand for a new ambulance point or fire station although the existing capacity will need to be adjusted to cope with any additional emergency calls. This may consist of additional staff or appliances.</li> </ul>

Table 8.20: St Ives – Potential Social Infrastructure Delivery Options by Phase

St Ives –Potential Delivery Options by Phase	
Phase 1 By 2011	Extend St Ivo Secondary School by 100 places.
	Construct 1 52-place nursery near major housing growth. <b>See Facility 2 on Figure 8.5</b>
Phase 2 By 2016	Extend St Ivo Secondary School by a total of 200 places (cumulative).
	Construct co-located facility that contains one 52-place Nursery and one Safer neighbourhood team accommodation. The facility should leave space to accommodate health and community space by 2021. <b>See Facility 1 on Figure 8.5</b>
Phase 3 By 2021	Extend co-located facility to also include one Primary and Social Care Facility and one small multi-purpose community facility (300sq.m). The Primary and Social Care facility should include 2 new GPs amalgamated with one or more existing surgery. <b>See Facility 1 on Figure 8.5</b>
	Extend one or more of Wheatfields School, Westfield School and Thorndown Schools by a total of 110 places.
	Extend St Ivo Secondary School by a total of 300 places (cumulative).
	Extend St Ivo Outdoor Leisure Complex, if appropriate.
Phase 4 By 2026	No further changes.
<p><i>Note on Open space: Open space will required in line with the housing trajectory and associated population growth. Open space timing and costs have been directly linked to the housing trajectory within the Infrastructure Delivery Model</i></p>	

Figure 8.5: St Ives– Suggested Broad Location of Potential Infrastructure Facilities



Legend **\*\*Note: Planned provision symbols indicate infrastructure to be provided and not their exact locations\*\***

**Future Planned Provision**

-  Nursery
-  Health Led Development
-  Housing Development Sites
-  Huntingdonshire District Boundary
-  Roads
-  Water
-  Cambridgeshire County



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**ST NEOTS (Low Growth Option)**

The gross demand for social infrastructure in St Neots to 2026, given the low growth projection, is shown below in Tables 8.21 to 8.23. Table 8.21 shows the quantitative phased demand for social infrastructure arising from population change in St Neots. Table 8.22 suggests potential social infrastructure delivery options, alongside a justification for the proposals. Table 8.23 suggests an appropriate phasing programme for these delivery options, based on population growth rates. Figure 8.6 suggests the broad areas where delivery options could be located based on the location of existing facilities and accessibility levels.

**Table 8.21: St Neots (low) – Cumulative Phased Social Infrastructure Requirements**

St Neots (low)	Phase 1	Phase 2	Phase 3	Phase 4
	By 2011	By 2016	By 2021	By 2026
Total New Population	2,341	6,312	12,010	12,460
<b>Education</b>				
Early Years Places	90	242	460	477
Primary School Places	298	803	1,529	1,586
Primary School Forms of Entry	1.4	3.8	7.3	7.6
Secondary School Places	201	542	1,031	1,070
Secondary School Forms of Entry	1.3	3.6	6.9	7.1
<b>Healthcare</b>				
Number of GPs	1.3	3.5	6.7	6.9
Dentists	1.2	3.2	6.0	6.2
Acute Care Beds	4.9	13.2	25.0	26.0
Other Beds (inc. Mental health)	1.6	4.4	8.4	8.7
<b>Leisure and Recreation</b>				
Swimming Pool Water (sq.m)	26	69	132	137
25m pool Lanes (1 lane = 53.1 sq.m)	0.5	1.3	2.5	2.6
Swimming Pools (4 lanes per pool)	0.1	0.3	0.6	0.6
Sports Court space (sq.m)	120	323	615	638
Sport Courts (170 sq.m per court)	0.7	1.9	3.6	3.8
Sports Centres (4 courts per centre)	0.2	0.5	0.9	0.9
Indoor Bowls Rinks	0.1	0.4	0.7	0.7
Indoor Bowl Halls (6 rinks per Hall)	0.0	0.1	0.1	0.1
Artificial Turf Pitch Space (Sq.m)	576	1,553	2,954	3,065
Artificial Turf Pitches (ATPs)	0.1	0.2	0.5	0.5

Community Facilities				
Community space / Hall Space (sq.m)	143	385	733	760
Library Space (sq.m)	62	167	318	330
Open Space				
Outdoor sports, pitches, courts and greens (ha.)	3.8	10.2	19.3	20.1
Allotments and community gardens (ha.)	0.7	2.0	3.8	4.0
Informal open space (ha.):	4.2	11.4	21.6	22.4
- Parks and Gardens (ha.)	1.1	3.0	5.8	6.0
- Natural and semi-natural open space (ha.)	0.5	1.5	2.8	2.9
- Amenity greenspace (ha.)	2.6	6.9	13.1	13.6
Children and young people's play space (ha.)	0.6	1.6	3.0	3.2
Essential and Emergency Services				
Police Officers	6	15	29	30
Safer Neighbourhood Team accommodation (100.sq.m)	1	2	5	5
Fire Stations	0.0	0.1	0.2	0.2
Increase in ambulance calls	293	789	1,501	1,557

Table 8.22: St Neots (Low) - Potential Social Infrastructure Delivery Options

St Neots (Low) – Potential Social Infrastructure Delivery Options	
Potential Delivery Options	Notes
Education	
9 x new 52-place Nurseries 1 x new Children's Centre	<p><u>Early Years</u></p> <ul style="list-style-type: none"> <li>- There is demand for 477 Nursery places by 2026</li> <li>- It is suggested that 9 new 52-place Nursery facilities are built by 2026.</li> </ul> <p><u>Children's Centre</u></p> <ul style="list-style-type: none"> <li>- There is no standard for Children's Centres, but it is likely that there will be demand for 1 new Children's Centre for every 3 new primary schools (source: Cambridgeshire County Council, Education Department).</li> </ul>
3 x new 2FE Primary School	<p><u>Primary Schools</u></p> <ul style="list-style-type: none"> <li>- Gross demand for 1,586 Primary places by 2026</li> </ul>





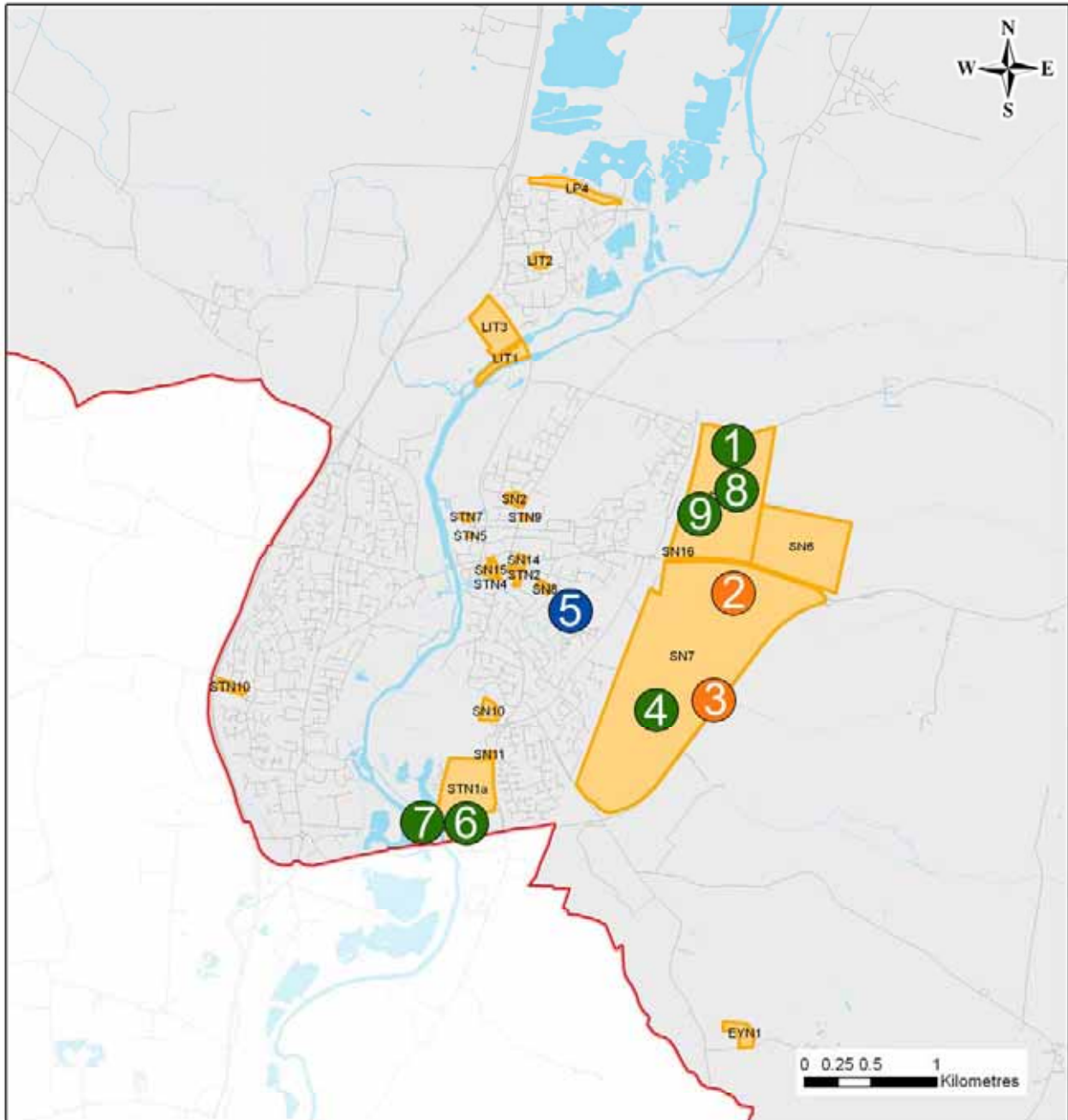
gardens 22.4ha Informal open space 3.2ha Children and young people's play space	facilities.
<b>Leisure and Recreation</b>	
1 x new multi-purpose leisure facility with sports hall and pool	<ul style="list-style-type: none"> <li>- 1 new multi-purpose leisure facility is required, complete with Sports Hall (750 sq.m) and indoor pool.</li> <li>- There is insufficient demand generated for an Artificial Turf Pitch (ATP) based on the growth in St Neots alone, but given the level of growth across the district as a whole, most of which is concentrated to the south of the district near St. Neots, it is recommended that an ATP is constructed. An ATP is already proposed in Longsands and satisfies this demand.</li> <li>- An Indoor Bowls Hall is not required as there is only a marginal level of demand and an over-supply of this type of facility against current standards.</li> </ul>
<b>Essential and Emergency Services</b>	
5 x new Safer Neighbourhood Team accommodation (100 sq.m) to accommodate SNT consisting of 6 Officers each	<ul style="list-style-type: none"> <li>- There is demand for 30 police officers by 2026</li> <li>- Rising demand in Huntingdon could also lead to additional police demand for operational support, such as Custody, Air Support, Dog Section and Road Policing</li> <li>- There is insufficient demand for a new ambulance point or fire station although the existing capacity will need to be adjusted to cope with any additional emergency calls. This may consist of additional staff or appliances.</li> </ul>

**Table 8.23: St Neots (Low) – Potential Social Infrastructure Delivery Options by Phase**

St Neots (Low) – Potential Delivery Options by Phase	
Phase 1 By 2011	Extend either Longsands School or St Neots School to accommodate 150 additional pupils
	One 1FE Primary School and one 52-place nursery. <b>See Facility 7</b> in figure 8.6.
Phase 2 By 2016	Construct co-located facility that contains one 52-place nursery and one safer neighbourhood team accommodation. <b>See Facility 8</b> in figure 8.6.
	One-52-place nursery. <b>See Facility 1</b> in figure 9.5.
	Construct co-located facility that contains one 4GP Primary and Social Care Facility, one medium multi-purpose community facility, one safer neighbourhood team accommodation and one 52-place nursery. <b>See Facility 2</b> in figure 8.6.
Phase 3 By 2021	Construct co-located facility that contains one 6FE Secondary School, one 2FE Primary School, one Children’s Centre and one 52-place nursery. <b>See Facility 4</b> in figure 8.6.
	Construct co-located facility that contains one 4GP Primary and Social Care Facility, one small library, one safer neighbourhood team accommodation and one 52-place nursery. <b>See Facility 3</b> in figure 8.6.

	Construct co-located facility that contains one multi-purpose leisure facility with sports hall and pool, one small multi-purpose community facility, one 52-place nursery and one safer neighbourhood team accommodation. <b>See Facility 5</b> in figure 8.6
	Construct one 2FE Primary School and one 52-place nursery. <b>See Facility 6</b> in figure 8.6.
	Construct co-located facility that contains one 2FE Primary School, one 52-place nursery and one safer neighbourhood team accommodation. <b>See Facility 9</b> in figure 8.6.
Phase 4 By 2026	No further changes.
<p><i>Note on Open space: Open space will required in line with the housing trajectory and associated population growth. Open space timing and costs have been directly linked to the housing trajectory within the Infrastructure Delivery Model</i></p>	

Figure 8.6: St Neots (Low) - Suggested Broad Location of Potential Infrastructure Facilities



Legend **\*\*Note: Planned provision symbols indicate infrastructure to be provided and not their exact locations\*\***

- |                                 |                                   |
|---------------------------------|-----------------------------------|
| <b>Future Planned Provision</b> | Housing Development Sites         |
| Education Led Development       | Huntingdonshire District Boundary |
| Health Led Development          | Roads                             |
| Leisure Led Development         | Water                             |
|                                 | Cambridgeshire County             |



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | AECOM

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### ST NEOTS (High)

The gross demand for social infrastructure in St Neots to 2026, given the high growth projection, is shown below in Tables 8.24 to 8.26. Table 8.24 shows the quantitative phased demand for social infrastructure arising from population change in St Neots. Table 8.25 suggests potential social infrastructure delivery options, alongside a justification for the proposals. Table 8.26 suggests an appropriate phasing programme for these delivery options, based on population growth rates. Figure 8.7 suggests the broad areas where delivery options could be located based on the location of existing facilities and accessibility levels.

Table 8.24: St Neots (High) – Cumulative Phased Social Infrastructure Requirements

St Neots (high)	Phase 1	Phase 2	Phase 3	Phase 4
	By 2011	By 2016	By 2021	By 2026
Total New Population	2,341	6,312	12,010	14,508
<b>Education</b>				
Early Years Places	90	242	460	556
Primary School Places	298	803	1,529	1,847
Primary School Forms of Entry	1.4	3.8	7.3	8.8
Secondary School Places	201	542	1,031	1,245
Secondary School Forms of Entry	1.3	3.6	6.9	8.3
<b>Healthcare</b>				
Number of GPs	1.3	3.5	6.7	8.1
Dentists	1.2	3.2	6.0	7.3
Acute Care Beds	4.9	13.2	25.0	30.2
Other Beds (inc. Mental health)	1.6	4.4	8.4	10.1
<b>Leisure and Recreation</b>				
Swimming Pool Water (sq.m)	26	69	132	159
25m pool Lanes (1 lane = 53.1 sq.m)	0.5	1.3	2.5	3.0
Swimming Pools (4 lanes per pool)	0.1	0.3	0.6	0.7
Sports Court space (sq.m)	120	323	615	743
Sport Courts (170 sq.m per court)	0.7	1.9	3.6	4.4
Sports Centres (4 courts per centre)	0.2	0.5	0.9	1.1
Indoor Bowls Rinks	0.1	0.4	0.7	0.9
Indoor Bowl Halls (6 rinks per Hall)	0.0	0.1	0.1	0.1
Artificial Turf Pitch Space (Sq.m)	576	1,553	2,954	3,569
Artificial Turf Pitches (ATPs)	0.1	0.2	0.5	0.6

Community Facilities				
Community space / Hall Space (sq.m)	143	385	733	885
Library Space (sq.m)	62	167	318	384
Open Space				
Outdoor sports, pitches, courts and greens (ha.)	3.8	10.2	19.3	23.4
Allotments and community gardens (ha.)	0.7	2.0	3.8	4.6
Informal open space (ha.):	4.2	11.4	21.6	26.1
- Parks and Gardens (ha.)	1.1	3.0	5.8	7.0
- Natural and semi-natural open space (ha.)	0.5	1.5	2.8	3.3
- Amenity greenspace (ha.)	2.6	6.9	13.1	15.8
Children and young people's play space (ha.)	0.6	1.6	3.0	3.7
Essential and Emergency Services				
Police Officers	6	15	29	35
Safer Neighbourhood Team accommodation (100 sq.m)	1	2	5	6
Fire Stations	0.0	0.1	0.2	0.2
Increase in ambulance calls	293	789	1,501	1,813

Table 8.25: St Neots (High) - Potential Social Infrastructure Delivery Options

St Neots (High) – Potential Social Infrastructure Delivery Options	
Requirements	Notes
<b>Education</b>	
11 x new 52-place Nurseries 2 x new Children's Centres	<p><u>Early Years</u></p> <ul style="list-style-type: none"> <li>- There is demand for 556 Nursery places by 2026</li> <li>- It is suggested that 11 new 52-place Nursery facilities are built by 2026.</li> </ul> <p><u>Children's Centre</u></p> <ul style="list-style-type: none"> <li>- There is no standard for Children's Centres, but it is likely that there will be demand for 1 new Children's Centre for every 3 new primary schools (source: Cambridgeshire County Council, Education Department).</li> </ul>
3 x new 2FE Primary School 2 x new 1FE Primary School	<p><u>Primary Schools</u></p> <ul style="list-style-type: none"> <li>- Gross demand for 1,847 Primary places by 2026</li> <li>- Surplus Capacity of 370 Primary places at present, with significant additional space a few miles outside of St Neots at Buxton, Great Paxton,</li> </ul>

<p>1 x new 6FE Secondary School</p> <p>Extend 1 current Secondary School</p>	<p>Little Paxton and Great Staughton</p> <ul style="list-style-type: none"> <li>- There is theoretically net demand for 1,477 Primary places in St Neots, but primary schools must be locally accessible and so the only the schools that can absorb demand from new housing are those most central in St Neots. These facilities have a total capacity of 210 spaces and therefore the net demand for new Primary school places by 2026 is 1,637.</li> <li>- The existing accessible facilities could be full by 2011. It is recommended that 3 new 2FE schools and 2 new 1FE schools are built thereafter.</li> </ul> <p><u>Secondary Schools</u></p> <ul style="list-style-type: none"> <li>- Gross demand for 1,245 Secondary places by 2026</li> <li>- Surplus Capacity of 110 Secondary places</li> <li>- Net demand of 1,135 Secondary places</li> <li>- Given the high level of demand for Secondary School Places the capacity of the existing Secondary Schools should be full by 2011 and either Longsands or St Neots schools should be extended by 2011 to accept an additional 150 pupils</li> <li>- Demand will increase steadily after 2011 and so it is recommended that a new 6FE Secondary School is built. This new facility is predicted to be at capacity by 2026.</li> </ul>
Healthcare	
<p>2 x new 4GP Primary and Social Care Facilities</p>	<ul style="list-style-type: none"> <li>- There is demand for 8 additional GPs and 7 additional dentists that should be provided through 2 new 4GP Primary and Social Care Facilities.</li> <li>- There is a new Primary and Social Care facility already planned in the centre of St Neots. Therefore these facilities should be located outside of the town centre to maximise the proportion of the local population that can access this type of facility easily.</li> <li>- There will also be an increase in healthcare staff provision, which is not modelled here but can be expected to receive tariff payments.</li> </ul>
Community Facilities	
<p>3 x new Small multi-purpose community facility (300sq.m each)</p> <p>1 x new Small Community Library (350sq.m)</p>	<ul style="list-style-type: none"> <li>- There is demand for 885 sq. m of community space by 2026.</li> <li>- There is demand for 384 sq. m of library space by 2026.</li> </ul>
Open Space	
<p>23.4ha Outdoor sports, pitches, courts and greens</p> <p>4.6ha Allotments and community gardens</p> <p>26.1ha Informal open space</p> <p>3.7ha Children and young people's play space</p>	<p>There is demand for: 23.4ha of Outdoor Sports space; 4.6ha of allotment and community gardens; 26.1ha of informal open space; 3.7 ha of children's and young people's play space. These spaces should be integrated throughout areas of new development to ensure good accessibility to local green space and facilities.</p>

Leisure and Recreation	
1 x new multi-purpose leisure facility with sports hall and pool	<ul style="list-style-type: none"> <li>- 1 new multi-purpose leisure facility is required, complete with Sports Hall (750 sq.m) and indoor pool.</li> <li>- There is insufficient demand generated for an Artificial Turf Pitch (ATP) based on the growth in St Neots alone, but given the level of growth across the district as a whole, most of which is concentrated to the south of the district near St. Neots, it is recommended that an ATP is constructed. An ATP is already proposed in Longsands and satisfies this demand.</li> <li>- An Indoor Bowls Hall is not required as there is only a marginal level of demand and an over-supply of this type of facility against current standards.</li> </ul>
Essential and Emergency Services	
6 x new Safer Neighbourhood Team accommodation (100 sq.m) to accommodate SNT consisting of 6 Officers each	<ul style="list-style-type: none"> <li>- There is demand for an additional 35 police officers.</li> <li>- Rising demand in Huntingdon could also lead to additional police demand for operational support, such as Custody, Air Support, Dog Section and Road Policing</li> <li>- There is insufficient demand for a new ambulance point or fire station although the existing capacity will need to be adjusted to cope with any additional emergency calls. This may consist of additional staff or appliances.</li> </ul>

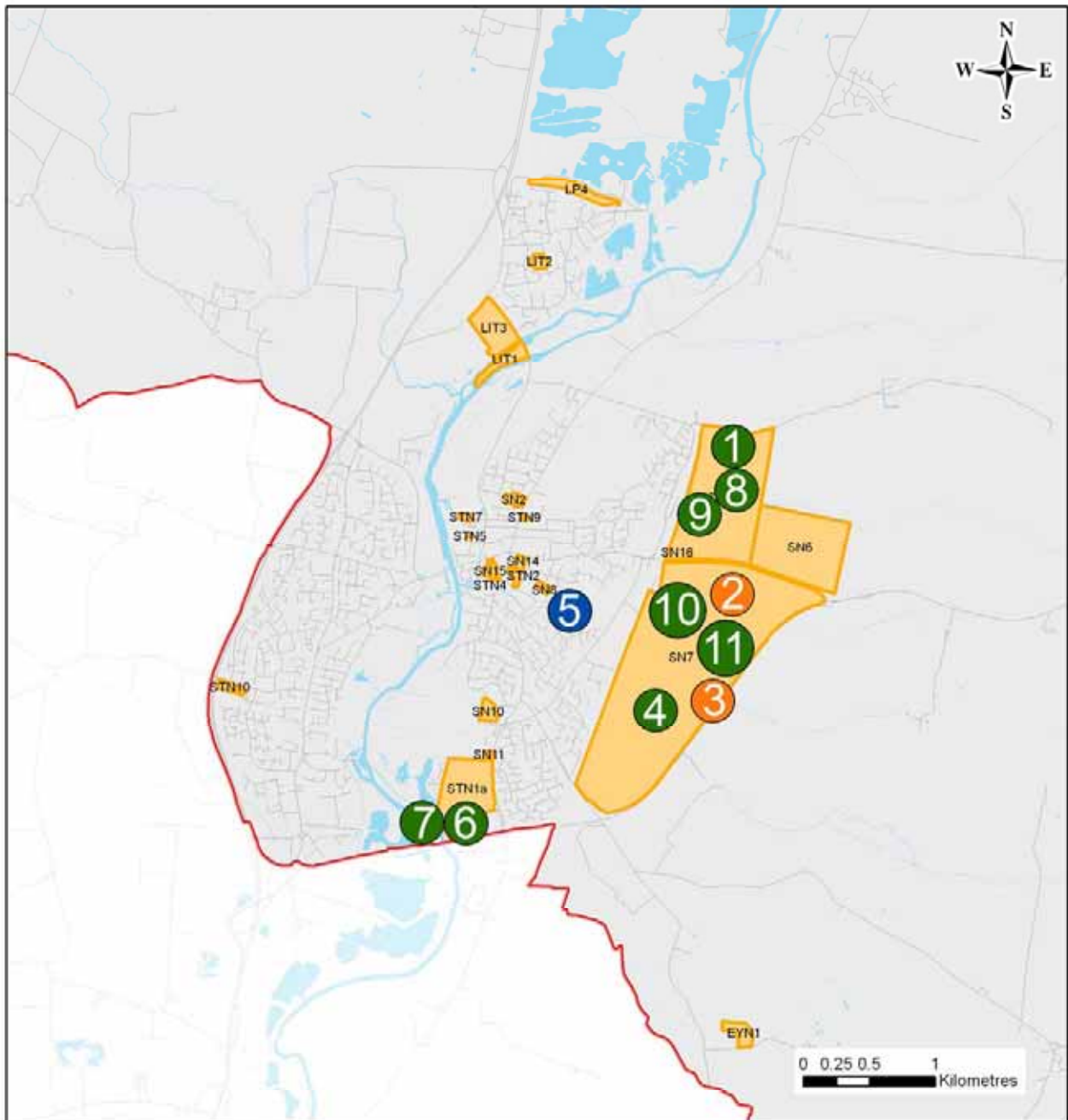
Table 8.26: St Neots (High) – Potential Social Infrastructure Delivery Options by Phase

St Neots (high) – Potential Delivery Options by Phase	
Phase 1 By 2011	Extend either Longsands School or St Neots School to accommodate 150 additional pupils
	One 1FE Primary School and one 52-place nursery. <b>See Facility 7</b> in figure 8.7.
	Construct co-located facility that contains one 52-place nursery and one safer neighbourhood team accommodation. <b>See Facility 8</b> in figure 8.7.
Phase 2 By 2016	One-52-place nursery. <b>See Facility 1</b> in figure 8.7.
	Construct co-located facility that contains one 4GP Primary and Social Care Facility, one small multi-purpose community facility, one safer neighbourhood team accommodation and one 52-place nursery. <b>See Facility 2</b> in figure 8.7.
	Construct co-located facility that contains one 6FE Secondary School, one 2FE Primary School, one Children’s Centre and one 52-place nursery. <b>See Facility 4</b> in figure 8.7.
Phase 3 By 2021	Construct co-located facility that contains one 4GP Primary and Social Care Facility, one small library, one small multi-purpose community facility, one safer neighbourhood team accommodation and one 52-place nursery. <b>See Facility 3</b> in figure 8.7.
	Construct co-located facility that contains one multi-purpose leisure facility with sports hall and pool, one small multi-purpose community facility, one 52-place nursery and one safer neighbourhood team accommodation. <b>See Facility 5</b> in figure 8.7.
	Construct co-located facility that contains one 2FE Primary School, one Children’s Centre and one 52-place nursery. <b>See Facility 6</b> in figure 8.7.
	Construct co-located facility that contains one 2FE Primary School, one 52-place nursery and one safer neighbourhood team accommodation. <b>See Facility 9</b> in figure 8.7.



Phase 4 By 2026	Construct co-located facility that contains one 1FE Primary School, one 52-place nursery and one safer neighbourhood team accommodation. <b>See Facility 10</b> in figure 8.7.
	One 52-place nursery. <b>See Facility 11</b> in figure 8.7.
<p><i>Note on Open space: Open space will required in line with the housing trajectory and associated population growth. Open space timing and costs have been directly linked to the housing trajectory within the Infrastructure Delivery Model</i></p>	

Figure 8.7: St Neots (high) - Suggested Broad Location of Potential Infrastructure Facilities



Legend **\*\*Note: Planned provision symbols indicate infrastructure to be provided and not their exact locations\*\***

- |                                 |                                   |
|---------------------------------|-----------------------------------|
| <b>Future Planned Provision</b> | Housing Development Sites         |
| Education Led Development       | Huntingdonshire District Boundary |
| Health Led Development          | Roads                             |
| Leisure Led Development         | Water                             |
|                                 | Cambridgeshire County             |



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | AECOM

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**TOTAL FOR HUNTINGDONSHIRE – BASED ON THE ST NEOTS LOW SCENARIO**

Tables 8.27 and 8.28 summarise the cumulative increase in social infrastructure requirements and delivery options associated with all potential housing developments across the district. These are based on the Low Growth Scenario at St. Neots. It is important to note that the total quantitative level of growth required is often greater than the capacity of the facilities proposed because of the dispersed nature of growth across the county and the need for sufficient new critical mass to trigger a new facility. In these instances, the small increases in population locally are presumed to be met by capacity in existing facilities.

Table 8.27: Total Cumulative Huntingdonshire Infrastructure Requirements (Low)

Total (based on Low Growth at St Neots.)	Phase 1	Phase 2	Phase 3	Phase 4
	By 2011	By 2016	By 2021	By 2026
Total New Population	7,759	18,130	27,642	28,754
<b>Education</b>				
Early Years Places	297	694	1,059	1,101
Primary School Places	987	2,308	3,518	3,660
Primary School Forms of Entry	4.7	11.0	16.8	17.4
Secondary School Places	666	1,556	2,373	2,468
Secondary School Forms of Entry	4.4	10.4	15.8	16.5
<b>Healthcare</b>				
Number of GPs	4.3	10.1	15.4	16.0
Dentists	3.9	9.1	13.8	14.4
Acute Care Beds	16.2	37.8	57.6	59.9
Other Beds (inc. Mental health)	5.4	12.7	19.3	20.1
<b>Leisure and Recreation</b>				
Swimming Pool Water (sq.m)	85	199	303	315
25m pool Lanes (1 lane = 53.1 sq.m)	1.6	3.7	5.7	5.9
Swimming Pools (4 lanes per pool)	0.4	0.9	1.4	1.5
Sports Court space (sq.m)	397	928	1,415	1,472
Sport Courts (170 sq.m per court)	2.3	5.5	8.3	8.7
Sports Centres (4 courts per centre)	0.6	1.4	2.1	2.2
Indoor Bowls Rinks	0.5	1.1	1.7	1.7
Indoor Bowl Halls (6 rinks per Hall)	0.1	0.2	0.3	0.3
Artificial Turf Pitch Space (Sq.m)	1,909	4,460	6,800	7,073
Artificial Turf Pitches (ATPs)	0.3	0.7	1.1	1.1

Community Facilities				
Community space / Hall Space (sq.m)	473	1,106	1,686	1,754
Library Space (sq.m)	206	480	733	762
Open Space				
Outdoor sports, pitches, courts and greens (ha.)	12.5	29.2	44.5	46.3
Allotments and community gardens (ha.)	2.5	5.8	8.8	9.2
Informal open space (ha.):	14.0	32.6	49.8	51.8
- Parks and Gardens (ha.)	3.7	8.7	13.3	13.8
- Natural and semi-natural open space (ha.)	1.8	4.2	6.4	6.6
- Amenity greenspace (ha.)	8.5	19.8	30.1	31.3
Children and young people's play space (ha.)	2.0	4.6	7.0	7.3
Essential and Emergency Services				
Police Officers	19	44	67	70
Safer Neighbourhood Team accommodation (100 sq.m)	3	7	11	11
Fire Stations	0.1	0.3	0.4	0.4
Increase in ambulance calls	970	2,266	3,455	3,594

Table 8.28: Huntingdonshire (Low) – Potential Social Infrastructure Delivery Options

Total (based on Low Growth at St Neots.) – Potential Social Infrastructure Delivery Options	
Education	19 x new 52-place Nursery 2 x new Children's Centre 5 x new 2FE Primary School 2 x new 1FE Primary School up to 2 x new 6FE Secondary School 1 x 4 FE Secondary School Extend 4 current Primary Schools Extend up to 3 current Secondary Schools
Healthcare	1 x new 5GP Primary and Social Care Facility 3 x new 4GP Primary and Social Care Facility 1 x new Primary and Social Care Facility (2 new GPs and another existing surgery amalgamated)
Community Facilities	4 x new Small multi-purpose community facilities (300sq.m) 1 x new Medium multi-purpose community facilities (500sq.m) 1 x new Small Community Library (350sq.m)
Leisure and Recreation	Extend 1 current Leisure Centre and 1 current outdoor leisure facility, if appropriate 1 x new multi-purpose leisure facility with Sports Hall and Pool 1 x new Artificial Turf Pitch
Open Space	46.3ha Outdoor sports, pitches, courts and greens 9.2ha Allotments and community gardens 51.8ha Informal open space 7.3ha Children and young people's play space
Essential and Emergency Services	10 x new Safer Neighbourhood Team accommodation (100 sq.m each)

**TOTAL FOR HUNTINGDONSHIRE – BASED ON THE ST NEOTS HIGH SCENARIO**

Tables 8.29 and 8.30 summarise the cumulative increase in social infrastructure requirements and delivery options associated with all potential housing developments across the district. These are based on the High Growth Scenario at St. Neots. It is important to note that the total quantitative level of growth required is often greater than the capacity of the facilities proposed because of the dispersed nature of growth across the county and the need for sufficient new critical mass to trigger a new facility. In these instances, the small increases in population locally are presumed to be met by capacity in existing facilities.

Table 8.29: Total Cumulative Huntingdonshire Infrastructure Requirements (High)

Total (based on High Growth at St Neots.)	Phase 1	Phase 2	Phase 3	Phase 4
	By 2011	By 2016	By 2021	By 2026
Total New Population	7,759	18,130	27,642	30,802
<b>Education</b>				
Early Years Places	297	694	1,059	1,180
Primary School Places	987	2,308	3,518	3,920
Primary School Forms of Entry	4.7	11.0	16.8	18.7
Secondary School Places	666	1,556	2,373	2,644
Secondary School Forms of Entry	4.4	10.4	15.8	17.6
<b>Healthcare</b>				
Number of GPs	4.3	10.1	15.4	17.1
Dentists	3.9	9.1	13.8	15.4
Acute Care Beds	16.2	37.8	57.6	64.2
Other Beds (inc. Mental health)	5.4	12.7	19.3	21.5
<b>Leisure and Recreation</b>				
Swimming Pool Water (sq.m)	85	199	303	338
25m pool Lanes (1 lane = 53.1 sq.m)	1.6	3.7	5.7	6.4
Swimming Pools (4 lanes per pool)	0.4	0.9	1.4	1.6
Sports Court space (sq.m)	397	928	1,415	1,577
Sport Courts (170 sq.m per court)	2.3	5.5	8.3	9.3
Sports Centres (4 courts per centre)	0.6	1.4	2.1	2.3
Indoor Bowls Rinks	0.5	1.1	1.7	1.8
Indoor Bowl Halls (6 rinks per Hall)	0.1	0.2	0.3	0.3
Artificial Turf Pitch Space (Sq.m)	1,909	4,460	6,800	7,577
Artificial Turf Pitches (ATPs)	0.3	0.7	1.1	1.2

Community Facilities				
Community space / Hall Space (sq.m)	473	1,106	1,686	1,879
Library Space (sq.m)	206	480	733	816
Open Space				
Outdoor sports, pitches, courts and greens (ha.)	12.5	29.2	44.5	49.6
Allotments and community gardens (ha.)	2.5	5.8	8.8	9.9
Informal open space (ha.):	14.0	32.6	49.8	55.4
- Parks and Gardens (ha.)	3.7	8.7	13.3	14.8
- Natural and semi-natural open space (ha.)	1.8	4.2	6.4	7.1
- Amenity greenspace (ha.)	8.5	19.8	30.1	33.6
Children and young people's play space (ha.)	2.0	4.6	7.0	7.8
Essential and Emergency Services				
Police Officers	19	44	67	75
Safer Neighbourhood Team accommodation (100 sq.m)	3	7	11	12
Fire Stations	0.1	0.3	0.4	0.5
Increase in ambulance calls	970	2,266	3,455	3,850

Table 8.30: Huntingdonshire (High) – Potential Social Infrastructure Delivery Options

Total (based on High Growth at St Neots.) – Potential Social Infrastructure Delivery Options	
Education	21 x new 52-place Nursery 3 x new Children's Centre 5 x new 2FE Primary School 3 x new 1FE Primary School up to 2 x new 6FE Secondary School 1 x 4 FE Secondary School Extend 4 current Primary Schools Extend 5 current Secondary Schools
Healthcare	1 x new 5GP Primary and Social Care Facility 3 x new 4GP Primary and Social Care Facility 1 x new Primary and Social Care Facility (2 new GPs and another existing surgery amalgamated)
Community Facilities	6 x new Small multi-purpose community facilities (300sq.m) 1 x new Small Community Library (350sq.m)

Leisure and Recreation	Extend 1 current Leisure Centre and 1 current outdoor leisure facility, if appropriate 1 x new multi-purpose leisure facility with Sports Hall and Pool 1 x new Artificial Turf Pitch
Open Space	49.6ha Outdoor sports, pitches, courts and greens 9.9ha Allotments and community gardens 55.4ha Informal open space 7.8ha Children and young people's play space
Essential and Emergency Services	11 x new Safer Neighbourhood Team accommodation (100 sq.m each)



# 9. Growth Constraints & Risk Analysis

## UTILITIES AND TRANSPORT

Discussions with the Utility companies have established that the proposed growth within Huntingdonshire will necessitate the strategic upgrade of infrastructure by the Utility companies in certain areas. The timing the Utility companies propose for these upgrades and their need for regulator approval before implementation could have an impact on the extent of growth or the timing of growth within the affected areas. It is considered likely that not all strategic upgrades will be approved by the regulators, on the basis of value for money, and the Core Strategy has taken this into account by focussing the majority of the growth in the central and southern part of Huntingdonshire.

The Highways Agency have raised concerns over significant growth at Fenstanton and Godmanchester until the completion of the A14 Ellington to Fen Ditton scheme. Atkins have undertaken some additional modelling for HDC looking at the impact of development in 2016 without the A14 scheme. This modelling considered the full Core Strategy development and the same minus growth in Godmanchester and Fenstanton. The conclusion of the additional modelling was that the trunk roads would be operating at capacity in the base situation and additional development traffic would have difficulties joining the trunk road system, particularly the A14. The Highways Agency's position is that the phasing of the development sites within the A14 corridor should be linked with the completion of the A14 Ellington to Fen Ditton scheme and that no strategic greenfield sites should be brought forward in advance of its opening unless the promoters can demonstrate that they can adequately mitigate their impact on the network to achieve nil detriment.

Partly as a consequence of the above, two development scenarios have been considered for major growth at St Neots. The increased development scenario recognises that the rate of growth will be dependent upon market forces, so it has been assumed that the further growth would take place between 2021 and 2026. A traffic study is being commissioned to determine the local improvements that would be necessary to support this level of growth.

The current credit crunch has dampened demand for new housing. The anticipated growth within the next five-year funding cycle for utility companies is therefore uncertain. This uncertainty could lead to deferred investment in capital projects until the next planning cycle, 2015 to 2020, or even later if need for funding is not sufficiently demonstrated during the pricing review in 2014. The uncertainties for St Neots are summarised below:

- 2008 - Increase in discharge consent to accommodate 2000 new homes (Anglian Water)
- 2016 or 2021 - Further increase in discharge consent and possibly tertiary treatment of waste water (Anglian Water)
- 2016 or 2021 - New strategic sewer to support full development to the east of the railway (Anglian Water)
- 2016 or 2021 - New primary substation (10 -12 MW)
- Dates uncertain – Highway improvement schemes

Due to the way the development proposals for St Neots have been transport modelled it is not possible to accurately determine the impact on the A428. This having been said, development of the scale proposed south of Cambridge Road should be able to fund any necessary junction improvements on the A428. A clearer picture will emerge when the St Neots Traffic Model is complete next year.

### MARKET ANALYSIS

As mentioned above, the current market conditions are a significant threat to the delivery of both the proposed housing trajectories and also the levels of tariff that are suggested within this report.

Our evidence of unit sale rates in the region of one unit per week per development as seen up until end 2007 are commensurate with previous completions in the district of 500 per annum. However the current credit crisis has had the direct effect of reducing the rate of sales especially in the case of large developments which offer units from multiple house builders all of whom are in competition. It now seems the strong out turn reported in the third quarter 2007 marked the end of a long running buoyant market. Results since October 2007 show the pace of activity has fallen sharply according to leading surveys in manufacturing, service and construction, mortgage - bank lending and house prices.

It is widely accepted that the UK housing market is in a period of slowdown as banks' willingness to lend is being exhausted and mortgage demand wanes. It is important to note that our research as reported below was undertaken between April and August of this year and, although it is representative of the market at this time, as we have seen recently the market is volatile and changes have been occurring quickly. This has been particularly evident in the recent public announcement from a number of major house builders of expected falling profits which further serves to unsteady market confidence.

The housing trajectories indicate increased completion rates of 750 -1010 per annum between 2008-2015, dropping to 600 and below per annum after 2016. These completions would suggest a doubling of the sales levels experienced in the recent years in the district to 2015.

This assumption is not feasible if the current trends of market-realignment continue to result in the slower take up of development opportunities or reduced sales levels from current levels. It is likely therefore that the development trajectory will be pushed back for at least a couple of years when the number of completions are likely to be severely limited. Additionally once the development market regains confidence and starts to pick up pace it is

important to be aware that this is likely to be from a much lower starting point than the previously experienced numbers of 500+ units per year in 2006 / 2007.



# 10. Delivering Infrastructure for Growth

## A. INFRASTRUCTURE DELIVERY

The successful delivery of the infrastructure required to reach growth targets is dependent on the creation of a robust Local Investment Framework based on a strategic and inclusive process for planning and committing expenditure by all relevant public organisations and private investors.

The framework therefore needs to be based upon and include:

- Accurate growth trajectories;
- A cost plan of infrastructure required to deliver the policy-driven level of sustainable growth;
- A funding plan, including all public and private sector funding sources;
- A robust approach to capturing developer/landowner contributions; and
- Organisational arrangements amongst the various service providers, public sector agencies and Huntingdonshire District Council.

Detailed growth trajectories and their associated infrastructure requirements are set in the previous section of the report. In this section we identify the costs of the infrastructure requirements and then provide an overview of funding options available to meet those costs. We have developed an Infrastructure Delivery Model further explained in Chapter 12 of this report, which provides HDC and the HSP Growth & Infrastructure Group with a management tool to monitor the growth trajectories, infrastructure requirements, phasing, funding, and costs. The model also allows the identification of the overall funding gap for delivery of the necessary infrastructure.

It should be stressed that this is a tool for assisting in the timely delivery of the growth agenda. As future levels of development build-out emerge this will need to update the phasing assumptions of the infrastructure requirements. Similarly as fuller information becomes available funding sources should be updated in the model.

## Prioritising

The early identification of when infrastructure is required is fundamental to ensuring growth targets are met. The phasing programme set out below identifies when each of the pieces of infrastructure required, to facilitate the development of the growth trajectories, will need to be developed often over more than one year to allow for funding packages and programme management to be established and for the construction to be undertaken.

We have categorised or prioritised the different elements of infrastructure relative to its importance in delivering growth. The three categories we have identified are critical, essential and necessary.

Critical infrastructure is infrastructure that this study has identified must happen to enable growth. These infrastructure items are known as ‘blockers’ or ‘showstoppers’ and are most common in relation to transport and utilities infrastructure when, for example sewerage systems are at capacity, therefore preventing the development of homes until substantial upgrades in the sewerage system have been completed. This infrastructure is highlighted in red in the phasing programme.

In other growth areas ‘showstoppers’ have resulted in development being held up for in excess of five years. This can have serious implications for meeting residential dwelling growth targets. Showstoppers are identified by the use of red blocks in the phasing programme. The critical infrastructure identified at this stage as potential showstoppers are for example:

- Upgrades to National Electricity Grid at Eaton Socon must be completed to provide increase in capacity (2013)
- Proposed diversion of the A14 from Ellington to Fen Ditton must be confirmed or have reasonable certainty for the anticipated traffic flows from Godmanchester and Fenstanton to be accommodated.

Failure to provide this piece of infrastructure could result in significant delays in the projected growth trajectories.

Essential infrastructure is infrastructure that is required if growth is to be achieved in a timely and sustainable manner. Although infrastructure in this category is unlikely to prevent development in the short term failure to invest in it, as suggested below, could result in delays in development in the medium term. As developments are completed and pressure increases on the various elements of infrastructure, further development could be deemed inappropriate and unsustainable by planning authorities, resulting in the refusal of planning permission for later phases of development. This infrastructure is highlighted in amber in the phasing programme.

Finally, infrastructure identified as desirable infrastructure is infrastructure that is required for sustainable growth but is unlikely to prevent development in the short to medium term. This infrastructure is highlighted in green in the phasing programme.

It should be stressed that this assessment has been made on the information that was available during the study. As part of managing the growth agenda

the recommendations should be monitored and updated when new information becomes available or as external factors change.

Table 10.1: Required Infrastructure Projects – Strategic /Sub Regional

Project ID	Project Type	Project Name
S Project - 1	Transport - Roads	A14 Ellington to Fen Ditton
S Project - 2	Transport - Roads	A1 Buckden Roundabout Improvement
S Project - 16	Transport - Roads	A428 Caxton Common to A1
S Project - 3	Transport - Bus	St Ives to Huntingdon Bus Priority Measures '(Cambridgeshire Guided Busway)
S Project - 4	Transport - Bus	Cambridge-St Neots Transport Corridor
S Project - 5	Green Infrastructure - Green Corridors	Fen Edge Project (CCC GIS Proj 9)
S Project - 6	Green Infrastructure - Green Corridors	Guided Bus Route Green Corridor (cycleway / Bridleway / Sculpture trail) (CCC GIS Proj 10)
S Project - 7	Green Infrastructure - Green Corridors	South Peterborough Green Park to Great Fen Link (CCC GIS Proj 13)
S Project - 8	Green Infrastructure - Green Corridors	Cambridge to St Neots Green Corridor (CCC GIS Proj 16)
S Project - 9	Green Infrastructure - Green Corridors	Fen Waterways Project (CCC GIS Proj 24)
S Project - 13	Economic & Regeneration	Great Fen Project (tourism)
S Project - 14	Strategic Health	Hinchingbrooke Hospital - Vacating back of site
S Project - 15	Strategic Health	Hinchingbrooke Hospital - Upgrade to maternity wards

Table 10.2: Required Infrastructure Projects – Local- Multiple Area

Project ID	Project Type	Project Name
L Project - MA1	Transport - Roads	A141/Sawtry Way Junction Improvement
L Project - MA2	Transport - Roads	Huntingdon West Link Road
L Project - MA14	Transport - Walking & Cycling	Rural Cycleways
L Project - MA3	Green Infrastructure - Green Corridors	Ouse Valley Strategic Green Space Corridor (CCC GIS Proj 1)
L Project - MA4	Green Infrastructure - Green Corridors	Grafham Water to Abbots Ripton Corridor (CCC GIS Proj 8)
L Project - MA5	Green Infrastructure - Green Corridors	Huntingdon towards Peterborough Cycleway/Bridleway (CCC GIS Proj 29)
L Project - MA6	Green Infrastructure - Major Sites	Grafham Water Ancient and Semi natural woodland Link (CCC GIS Proj D)
L Project - MA7	Green Infrastructure - Major Sites	Great Fen Project - (CCC GIS Proj E)
L Project - MA8	Economic & Regeneration	Fens Adventurer Programme
L Project - MA9	Economic & Regeneration	Rural skill development and enterprise generation
L Project - MA10	FE / HE Education	Huntingdon Regional College - St Neots and Huntingdon new college site developments
L Project - MA11	Strategic Planning	Adopt the Core Strategy DPD; DC Policies DPD; Planning Proposals DPD; and Sec 106 Variable Tariff SPD
L Project - MA12	Strategic Planning	Develop and adopt Investment Framework
L Project - MA13	Strategic Planning	Implement affordable housing SPD

Table 10.3: Required Infrastructure Projects – Local – Huntingdon

Project ID	Project Type	Project Name
L Project - H1	Transport - Roads	A141/A1123/Main Street Junction Improvement
L Project - H2	Transport - Bus	Completion of Huntingdon & Godmanchester Transport Strategy Schemes
L Project - H3	Transport - Walking & Cycling	Completion of Huntingdon & Godmanchester Transport Strategy Schemes
L Project - H4	Transport - Walking & Cycling	Footway and cycleway connections to G8 site, Godmanchester
L Project - H5	Utilities - Water & Sewage	New Strategic Sewer
L Project - H6	Utilities - Electricity	Reinforcement of Grid at Eaton Socon
L Project - H7	Utilities - Electricity	Godmanchester general works
L Project - H8	Utilities - Gas	Mains Reinforcement
L Project - H9	Green Infrastructure - Major Sites	North West of Huntingdonshire: Strategic Open Space Project (CCC GIS Proj T)
L Project - H11	Economic & Regeneration	West of Huntingdon High Tech Manufacturing Campus (Short Term Priority)
L Project - H12	Economic & Regeneration	Development East of Sapley Square, Oxmoor
L Project - H13	FE / HE Education	Hinchingbrooke Business & Community campus (including access)
L Project - H14	Social Infrastructure	'Construct co-located facility that contains one 52-place nursery and one Safer neighbourhood team space.
L Project - H15	Social Infrastructure	'Construct co-located facility that contains one 2FE Primary School, one 5GP Primary Care Centre, one Safer neighbourhood team space and one 52-place Nursery.
L Project - H16	Social Infrastructure	Construct one 4FE Secondary School (optional), one 1FE Primary School and one Children's Centre.
L Project - H17	Social Infrastructure	Construct one 52-place nursery.
L Project - H19	Social Infrastructure	Construct One 52-place nursery.
L Project - H20	Social Infrastructure	Extend Huntingdon Leisure Centre, if appropriate.(3 courts and 2 swimming pool lanes)
L Project - H21	Social Infrastructure	Construct co-located facility that contains one 2FE Primary School, one Small Community Centre, one 52-place nursery and one Safer neighbourhood team space.
L Project - H22	Social Infrastructure	Construct co-located facility that contains one Small Community Centre, one community library, one Safer neighbourhood team space and one 52-place nursery.
L Project - H24	Social Infrastructure	Construct One 52-place nursery.
L Project - H25	Social Infrastructure	Outdoor sports, pitches, courts and greens (ha.)
L Project - H26	Social Infrastructure	Allotments and community gardens (ha.)
L Project - H27	Social Infrastructure	Informal open space (ha.):
L Project - H28	Social Infrastructure	Children and young people's play space (ha.)



Table 10.4: Required Infrastructure Projects – Local – St Ives

Project ID	Project Type	Project Name
L Project - SI1	Transport - Walking & Cycling	Completion of St Ives Transport Strategy Schemes
L Project - SI2	Utilities - Water & Sewage	Sewer overflow reduction
L Project - SI3	Utilities - Electricity	Feeding of Huntingdon reinforcements (above) + Local upgrades
L Project - SI4	Green Infrastructure - Major Sites	Houghton Meadows (CCC GIS Proj B)
L Project - SI5	Social Infrastructure	Extend St Ivo Secondary School by 100 places.
L Project - SI6	Social Infrastructure	Construct one 52-place nursery near major housing growth.
L Project - SI7	Social Infrastructure	Further Extend St Ivo Secondary School by 100 places (now 200 extra)
L Project - SI8	Social Infrastructure	Construct co-located facility that contains one 52-place Nursery and one Safer neighbourhood team space. The facility should leave space to accommodate project 5 below
L Project - SI9	Social Infrastructure	Extend project 4 above to also include one Primary and Social Care Facility and one small community centre (300sq.m). The Primary and Social Care facility should include 2 new GPs amalgamated with one or more existing surgery.
L Project - SI10	Social Infrastructure	Extend one or more of Wheatfields School, Westfield School and Thorndown Schools by a total of 110 primary places
L Project - SI11	Social Infrastructure	Further Extend St Ivo Secondary School by 100 places (now 300 extra)
L Project - SI12	Social Infrastructure	Extend St Ives Outdoor Leisure Complex
L Project - SI13	Social Infrastructure	Outdoor sports, pitches, courts and greens (ha.)
L Project - SI14	Social Infrastructure	Allotments and community gardens (ha.)
L Project - SI15	Social Infrastructure	Informal open space (ha.):
L Project - SI16	Social Infrastructure	Children and young people's play space (ha.)

Table 10.5: Required Infrastructure Projects – Local - Yaxley

Project ID	Project Type	Project Name
L Project - Y8	Transport - Walking & Cycling	Yaxley / Farcet Cycleway Improvements
L Project - Y1	Utilities - Electricity	Circuit and Transformer
L Project - Y2	Social Infrastructure	Extend a central primary school to accommodate 130 additional pupils
L Project - Y3	Social Infrastructure	Construct one 52-place nursery near major housing growth.
L Project - Y4	Social Infrastructure	Outdoor sports, pitches, courts and greens (ha.)
L Project - Y5	Social Infrastructure	Allotments and community gardens (ha.)
L Project - Y6	Social Infrastructure	Informal open space (ha.):
L Project - Y7	Social Infrastructure	Children and young people's play space (ha.)

Table 10.6: Required Infrastructure Projects – Local – Ramsey

Project ID	Project Type	Project Name
L Project - R1	Utilities - Electricity	Second Circuit and Transformer
L Project - R2	Economic & Regeneration	Ramsey Enterprise Centre
L Project - R3	Economic & Regeneration	Combined Heat & Power System for Ramsey
L Project - R6	Social Infrastructure	Extend Abbey College Ramsey to accommodate 100 additional secondary pupils
L Project - R7	Social Infrastructure	Construct one 52-place nursery near major housing growth.
L Project - R8	Social Infrastructure	Outdoor sports, pitches, courts and greens (ha.)
L Project - R9	Social Infrastructure	Allotments and community gardens (ha.)

L Project - R10	Social Infrastructure	Informal open space (ha.):
L Project - R11	Social Infrastructure	Children and young people's play space (ha.)

Table 10.7: Required Infrastructure Projects – Local – St Neots

Project ID	Project Type	Project Name
L Project - SN1	Transport - Roads	A428/Cambridge Road Junction Improvement
L Project - SN2	Transport - Roads	A428/Barford Road Junction Improvement
L Project - SN3	Transport - Roads	St Neots Market Town Transport Strategy High Street Improvements
L Project - SN4	Transport - Bus	New Bus Service serving Love's Farm and South of Cambridge road, St Neots
L Project - SN5	Transport - Rail	St Neots Station Improvements
L Project - SN6	Transport - Walking & Cycling	Completion of St Neots Market Town Transport Strategy Schemes
L Project - SN7	Utilities - Water & Sewage	Increase in discharge consent for 2000 new homes
L Project - SN8	Utilities - Water & Sewage	Further increase in discharge consent for full extent of proposed growth. For cost estimate purposes only, allowance to be made for possible upgrade to WWTW
L Project - SN9	Utilities - Water & Sewage	New Strategic Sewer
L Project - SN10	Utilities - Electricity	New 10-12MW Primary SubStation
L Project - SN11	Green Infrastructure - Green Corridors	St Neots Town Centre Initiative - Green Space Corridor (CCC GIS Proj 1a)
L Project - SN12	Green Infrastructure - Green Corridors	Green Links of St Neots (CCC GIS Projects 22,16,30,31)
L Project - SN14	Green Infrastructure - Major Sites	Land East of St Neots - (CCC GIS Proj Q)
L Project - SN16	Economic & Regeneration	St Neots Green Corridor (St Neots to Little Paxton)
L Project - SN17	Economic & Regeneration	St Neots Skills Campus (Introduction of carpentry, plumbing and electrical trades training to the St Neots area.
L Project - SN18	Economic & Regeneration	St Neots Space for Creativity Enterprise Phase 2 (specifically St Mary's Urban Village/ Fire Station site).
L Project - SN19	Economic & Regeneration	New visitor centre at Paxton Pits
L Project - SN20	Economic & Regeneration	Regeneration of St Neots Town Centre - the Priory Quarter.
L Project - SN21 (low)	Social Infrastructure - Low Growth Scenario	Extend either Longsands School or St Neots School to accommodate 150 additional secondary pupils
L Project - SN22 (low)	Social Infrastructure - Low Growth Scenario	Construct One 1 FE Primary School and one 52-place nursery.
L Project - SN23 (low)	Social Infrastructure - Low Growth Scenario	Construct co-located facility that contains one 52-place nursery and one safer neighbourhood team space.
L Project - SN24 (low)	Social Infrastructure - Low Growth Scenario	Construct One-52-place nursery.
L Project - SN25 (low)	Social Infrastructure - Low Growth Scenario	Construct co-located facility that contains one 4GP Primary and Social Care Facility, one medium sized community centre, one safer neighbourhood team space and one 52-place nursery.
L Project - SN26 (low)	Social Infrastructure - Low Growth Scenario	Construct co-located facility that contains one 6FE Secondary School, one 2FE Primary School, one Children's Centre and one 52-place nursery.
L Project - SN27 (low)	Social Infrastructure - Low Growth Scenario	Construct co-located facility that contains one 4GP Primary and Social Care Facility, one small library, one safer neighbourhood team space and one 52-place nursery.
L Project - SN28 (low)	Social Infrastructure - Low Growth Scenario	Construct co-located facility that contains one leisure Centre (4 court) with pool (4 lane) , one small community centre, one 52-place nursery and one safer neighbourhood team space.
L Project - SN29 (low)	Social Infrastructure - Low Growth Scenario	One Artificial Turf Pitch (ATP) on the Long Sands College Site

L Project - SN30 (low)	Social Infrastructure - Low Growth Scenario	Construct one 2FE Primary School and one 52-place nursery.
L Project - SN31 (low)	Social Infrastructure - Low Growth Scenario	Construct co-located facility that contains one 2FE Primary School, one 52-place nursery and one safer neighbourhood team space.
L Project - SN32 (low)	Social Infrastructure - Low Growth Scenario	Outdoor sports, pitches, courts and greens (ha.)
L Project - SN33 (low)	Social Infrastructure - Low Growth Scenario	Allotments and community gardens (ha.)
L Project - SN34 (low)	Social Infrastructure - Low Growth Scenario	Informal open space (ha.):
L Project - SN35 (low)	Social Infrastructure - Low Growth Scenario	Children and young people's play space (ha.)
L Project - SN21 (high)	Social Infrastructure - High Growth Scenario	Extend either Longsands School or St Neots School to accommodate 150 additional pupils (secondary)
L Project - SN22 (high)	Social Infrastructure - High Growth Scenario	One 1 FE Primary School and one 52-place nursery.
L Project - SN23 (high)	Social Infrastructure - High Growth Scenario	Construct co-located facility that contains one 52-place nursery and one safer neighbourhood team space.
L Project - SN24 (high)	Social Infrastructure - High Growth Scenario	One-52-place nursery.
L Project - SN25 (high)	Social Infrastructure - High Growth Scenario	Construct co-located facility that contains one 4GP Primary and Social Care Facility, one small community centre, one safer neighbourhood team space and one 52-place nursery.
L Project - SN26 (high)	Social Infrastructure - High Growth Scenario	Construct co-located facility that contains one 6FE Secondary School, one 2FE Primary School, one Children's Centre and one 52-place nursery.
L Project - SN27 (high)	Social Infrastructure - High Growth Scenario	Construct co-located facility that contains one 4GP Primary and Social Care Facility, one small library, one small community centre, one safer neighbourhood team space and one 52-place nursery.
L Project - SN28 (high)	Social Infrastructure - High Growth Scenario	Construct co-located facility that contains one leisure Centre (4 court) with pool (4 lane), one small community centre, one 52-place nursery and one safer neighbourhood team space.
L Project - SN29 (high)	Social Infrastructure - High Growth Scenario	One Artificial Turf Pitch (ATP) on the Long Sands College Site
L Project - SN30 (high)	Social Infrastructure - High Growth Scenario	Construct co-located facility that contains one 2FE Primary School, one Children's Centre and one 52-place nursery.
L Project - SN31 (high)	Social Infrastructure - High Growth Scenario	Construct co-located facility that contains one 2FE Primary School, one 52-place nursery and one safer neighbourhood team space.
L Project - SN32 (high)	Social Infrastructure - High Growth Scenario	Construct co-located facility that contains one 1FE Primary School, one 52-place nursery and one safer neighbourhood team space.
L Project - SN33 (high)	Social Infrastructure - High Growth Scenario	One 52-place nursery.
L Project - SN34 (high)	Social Infrastructure - High Growth Scenario	Outdoor sports, pitches, courts and greens (ha.)
L Project - SN35 (high)	Social Infrastructure - High Growth Scenario	Allotments and community gardens (ha.)
L Project - SN36 (high)	Social Infrastructure - High Growth Scenario	Informal open space (ha.):
L Project - SN37 (high)	Social Infrastructure - High Growth Scenario	Children and young people's play space (ha.)

## Costs

In addition to phasing, the early identification of the costs of providing the infrastructure is an essential element of preparing and planning for growth, not least as this will form an evidence base when bidding for government funding.

It can be difficult to ascertain accurate costs across such large pieces and different types of infrastructure and any assessment is clearly a snap shot of costs at one particular time. Costs can change quickly and significantly in response to things such as fluctuations in the cost of raw materials or labour. In many instances the infrastructure recommendations we have made will require further detailed feasibility studies to be undertaken including a detailed assessment of individual project costs. We have prepared a strategic cost assessment to provide a credible indication of the total infrastructure costs required to deliver growth.

The cost assessment was undertaken by cost consultants Gardiner and Theobald (G&T) who have used detailed information from Spons to identify the current costs associated with the delivery of each piece of infrastructure. The costs relate directly to the infrastructure required to deliver the growth trajectories, and are calculated using the assumptions set out in Appendix H.

During the study it became apparent that several of the infrastructure projects identified had already undergone, or are currently the subject of additional, detailed feasibility assessments. Where additional information was available, this was cross referenced with the findings of the G&T report to ensure that there were no significant differences.

For the purposes of capturing developer contributions is it necessary to separate costs which are strategic i.e. District-wide Transport Infrastructure from those which are Local, i.e. Local Social Infrastructure such as provision of primary schools or GPs surgeries. The rationale for this is explained in more detail later.

Table 10.8: Strategic Infrastructure Costs

Strategic (District and Sub Regional)	
Project Types	Total Costs (2006 – 2026)
Transport - Roads	£1,500,000,000
Transport - Bus	£9,580,000
Green Infrastructure - Green Corridors	£36,402,500
Economic & Regeneration	£1,350,000
Strategic Health	£5,700,000
<b>Total Infrastructure Costs</b>	<b>£1,553,032,500</b>

Table 10.9: Local Infrastructure Costs - Multiple Local Areas

Local - Multiple Local Areas	
Project Types	Total Costs (2006 – 2026)
Transport - Roads	£6,000,000
Transport - Walking & Cycling	£2,500,000
Green Infrastructure - Green Corridors	£23,750,000
Green Infrastructure - Major Sites	£6,030,000
Economic & Regeneration	£4,500,000
FE / HE Education	£26,000,000
<b>Total Infrastructure Costs</b>	<b>£68,780,000</b>

Table 10.10: Local Infrastructure Costs - Huntingdon Projects

Local - Huntingdon Projects	
Project Types	Total Costs (2006 – 2026)
Transport - Roads	£2,000,000
Transport - Bus	£2,305,000
Transport - Walking & Cycling	£1,836,000
Utilities - Water & Sewage	£400,000
Utilities - Electricity	£13,500,000
Utilities - Gas	£7,500,000
Green Infrastructure - Major Sites	£1,340,000
Economic & Regeneration	£3,700,000
FE / HE Education	£6,500,000
Social Infrastructure	£61,430,000
<b>Total Infrastructure Costs</b>	<b>£100,511,000</b>

Table 10.11: Local Infrastructure Costs - St Ives Projects

Local - St Ives Projects	
Project Types	Total Costs (2006 – 2026)
Transport - Walking & Cycling	£4,265,000
Utilities - Water & Sewage	£400,000
Utilities - Electricity	£3,000,000
Green Infrastructure - Major Sites	£2,000,000
Social Infrastructure	£16,890,000
<b>Total Infrastructure Costs</b>	<b>£26,555,000</b>

Table 10.12: Local Infrastructure Costs - Yaxley Projects

Local - Yaxley Projects	
Project Types	Total Costs (2006 – 2026)
Transport - Walking & Cycling	£750,000
Utilities - Electricity	£4,000,000
Social Infrastructure	£4,995,000
<b>Total Infrastructure Costs</b>	<b>£9,745,000</b>

Table 10.13: Local Infrastructure Costs - Ramsey Projects

Local - Ramsey Projects	
Project Types	Total Costs (2006 – 2026)
Utilities - Electricity	£2,000,000
Economic & Regeneration	£5,000,000
Social Infrastructure	£4,430,000
<b>Total Infrastructure Costs</b>	<b>£11,430,000</b>

Table 10.14: Local Infrastructure Costs - St Neots Projects

Local - St Neots Projects	
Project Types	Total Costs (2006 – 2026)
Transport - Roads	£4,750,000
Transport - Bus	£1,800,000
Transport - Rail	£3,600,000
Transport - Walking & Cycling	£7,436,000
Utilities - Water & Sewage	£2,100,000
Utilities - Electricity	£5,000,000
Green Infrastructure - Green Corridors	£14,975,000
Green Infrastructure - Major Sites	£670,000
Economic & Regeneration	£6,140,000
Social Infrastructure	£88,745,000
Social Infrastructure	£98,615,000
<b>Total Infrastructure Costs (Low Scenario)</b>	<b>£135,216,000</b>
<b>Total Infrastructure Costs (High Scenario)</b>	<b>£145,086,000</b>

Table 10.15: Summary of Costs by Area

Total Costs 2006-2026	
<b>Strategic Infrastructure</b>	
District and Sub Regional Projects	<b>£1,553,032,500</b>
<b>Local Infrastructure</b>	
Multiple Local Area Projects	£68,780,000
Huntingdon Projects	£100,511,000
St Ives Projects	£26,555,000
Yaxley Projects	£9,745,000
Ramsey Projects	£11,430,000
St Neots Projects (Low)	£135,216,000
St Neots Projects (High)	£145,086,000
Total Local Infrastructure Costs (St Neots Low)	<b>£352,237,000</b>
Total Local Infrastructure Costs (St Neots High)	<b>£362,107,000</b>
<b>Total Infrastructure Costs (Low Scenario)</b>	
	<b>£1,905,269,500</b>
<b>Total Infrastructure Costs (High Scenario)</b>	
	<b>£1,915,139,500</b>

Table 10.16: Summary of Costs over time (2006 – 2026) St Neots Low

Project Costs	Strategic Infrastructure	Local Infrastructure	Total Infrastructure Costs
2006-2011	£708,061,500	£153,227,156	£861,288,656
2011-2016	£694,971,000	£133,921,274	£828,892,274
2016-2021	£150,000,000	£60,124,587	£210,124,587
2021-2026	£0	£4,963,983	£4,963,983
<b>Total</b>	<b>£1,553,032,500</b>	<b>£352,237,000</b>	<b>£1,905,269,500</b>

Table 10.17: Summary of Costs over time (2006 – 2026) St Neots High

Project Costs	Strategic Infrastructure	Local Infrastructure	Total Infrastructure Costs
2006-2011	£708,061,500	£153,122,319	£861,183,819
2011-2016	£694,971,000	£133,871,264	£828,842,264
2016-2021	£150,000,000	£62,478,939	£212,478,939
2021-2026	£0	£12,634,479	£12,634,479
<b>Total</b>	<b>£1,553,032,500</b>	<b>£362,107,000</b>	<b>£1,915,139,500</b>

## B. FUNDING ARRANGEMENTS

The identification of existing and potential future funding sources is also essential to ensure the timely delivery of infrastructure. Infrastructure providers have notoriously complex financial planning approaches to funding and in the majority of cases bids need to be made many years in advance.

Another issue with funding is that the requirement for funding is significantly front loaded. This means the funding is usually required during the early years of growth when the infrastructure is required to be developed in advance or in tandem with development. This is problematic in cash flow terms in that returns on investment are not likely to be realised until much later.

In relation to the total infrastructure costs we have made a broad assessment of the level of mainstream public funding, utilities AMP funding, and private sector developer contributions that are either currently committed or are a reasonable future assumption. These assessments are based on discussions with the service and utilities providers during the study period, market analysis and land value capture projections and from our experience of work in the other growth areas. It should be noted that detailed further investigation of public funding sources will be required as part of the ongoing infrastructure planning process.

### Public Sector funding

The provision of infrastructure will be dependant on significant levels of mainstream public sector funding sources (LTP, LSC) as well as Growth Area Funding (GAF) and Community Infrastructure Funding (CIF). Justifying the level of expenditure will require a comprehensive business plan-led solution that links the infrastructure provision to growth trajectories.

The provision of hard infrastructure will primarily be dependent on public sector funding streams. Establishing a likely baseline for public sector 'income' will be vital to understanding cash flows and potential shortfalls or gaps.

Clearly one of the principle concerns is the relative short timescale of public sector funding programmes (e.g. three years for GAF funding cycles).

### Growth Area funding bids

The Cambridgeshire Programme of Development for Housing Growth Funding details a number of bids related to the Market Towns and other major settlements focussing on enabling delivery on significant previously-developed sites. The key projects aim to enhance essential community infrastructure and build greater community understanding of sustainable development issues, so these communities can more readily accept and accommodate new housing and other developments.



### *Current Key Projects*

Projects currently identified as priorities for Housing Growth Funding within Huntingdonshire include:

- West of town centre link road, Huntingdon. To bring forward the development of large scale urban brownfield development opportunity.
- Hinchbrooke Business & Community campus (including access) – Huntingdon. To facilitate the development of land in a highly sustainable location for education and business uses, enabling early release of the existing college site for housing.
- Exemplar Eco-affordable homes in Mayfield Road, Huntingdon. This scheme will demonstrate that highly sustainable, affordable homes can be delivered.
- Additional housing (in conjunction with business and training centre) in Sapley Square East, Oxmoor, Huntingdon. To facilitate the early delivery of additional housing units in conjunction with proposed business and training centre.
- St Neots Strategic Green Infrastructure and access: To enhance and extend Green Infrastructure provision and public access within and adjoining St. Neots, to complement its planned growth and create capacity for further market town expansion.

*Source: Cambridgeshire Programme of Development for Housing Growth Funding*

### **The Huntingdonshire Strategic Partnership**

As mentioned earlier in this report, the Huntingdonshire Strategic Partnership (HSP) is one of five Local Strategic Partnerships within the Local Area Agreement. The Growth and Infrastructure partnership group (a sub group of the HSP) will be the Project Board for the Huntingdonshire Local Investment Framework and, as such, will be charged with co-ordinating the delivery of the infrastructure necessary to support the growth framework and will subsequently play a key role in identifying and lobbying for additional resources to fund those projects.

### **Transport**

The funding required for transport infrastructure makes up the greatest proportion of funding required. For the purposes of this study we have assumed that the majority of funding for transportation will come from the LTP but other funding sources include County Council's own resources. Clearly, developer contributions should also be considered but our assessment of these will be dealt with under a standard charge approach detailed below.

### **Utilities**

The funding for utilities at a strategic level is usually paid for by the respective utilities company through their asset management plans (AMPs). All incumbent utility undertakers are obliged to submit AMPs to their Regulator, which identify the capital investment that the undertaker has committed to, over the next 5 or 10 years. This investment is sourced from the company's revenue and covers expansion or enhancement of the strategic utility network against projected growth in demand. AMPs are reviewed and approved by the regulating authorities that protect the interests of the customers. Typically, AMPs use

revenue from customer charges to fund the provision of the following strategic elements;

- Electricity: Grid sub-stations
- Gas: Reinforcement to the high/intermediate mains
- Water: New abstraction points and treatment works
- Waste Water: New or upgrade works to treatment works

Connection of developments to the non-strategic mains is not included in AMP's. All strategic AMP works can only be undertaken by the incumbent and as such, are known as non-contestable works. Prediction of the growth in demand is notoriously difficult as the planning process can only give one or two years notice of significant additions to urban centres. It is therefore that planned growth is identified as early as possible and utilities providers notified so that it can be taken into account when preparing their AMPs.

### Social Infrastructure

In most cases the capital costs associated with social infrastructure required to mitigate the impacts of development are borne by the developer who will provide a facility to shell and core standard (the building without its fit out and equipment) or will contribute to a pooling arrangement to provide such a facility. In some cases there may be potential for additional public sector funding, particularly in relation to areas such as education that are currently experiencing significant capital investment.

There may also be funding available from the Strategic Health Authority and NHS Cambridgeshire, Council's library or leisure service, and the emergency service providers, where provision of additional facilities to mitigate development coincide with service provider plans to re-provide, extend or enhance existing facilities. This does not reduce the requirement on the developer to mitigate the impact of development, but may indicate different delivery solutions. This should be considered as part of the ongoing development of the local investment framework.

### Existing understanding of committed Funding

Table 10.18 below sets out our initial understanding of committed public sector funding as recorded in the LIF Infrastructure Delivery Model. As can be seen the large majority of the Strategic Infrastructure projects have committed public sector funding where as the commitment to longer term social infrastructure projects is harder to confirm. This understanding of potential public sector funding will be reviewed by HDC as the Infrastructure delivery model is continually updated into the near future.

Table 10.18: Identified Funding for Infrastructure Projects

	Strategic Infrastructure Funding	Local Infrastructure Funding	All Project Funding
2006-2011	£671,925,000	£5,240,000	£677,165,000
2011-2016	£689,875,000	£0	£689,875,000
2016-2021	£150,000,000	£0	£150,000,000
2021-2026	£0	£0	£0
<b>Total</b>	<b>£1,511,800,000</b>	<b>£5,240,000</b>	<b>£1,517,040,000</b>

## C. DEVELOPER CONTRIBUTION

### Policy Context

To support an increase in economic growth, in particular housing growth, requires increased investment in infrastructure to mitigate the impact of development and make growing communities sustainable. The Government believes that the infrastructure needed to support the development of an area should be at least partly funded by owners of land the value of which increases when planning permission is granted for development.

In response to this belief the Government has introduced provisions in the Planning Bill for the new Community Infrastructure Levy (CIL) that will establish a better way to increase investment in the vital infrastructure that growing communities need. A replacement for the poorly received Planning Gain Supplement proposals, the Bill allows for regulations to empower local councils to apply a Community Infrastructure Levy on new developments in their areas to support infrastructure delivery. The proposals require Local Authorities to adopt a “top down” approach and cost up their infrastructure need in order to support their adoption of a tariff. The Authority can then go on to adopt a tariff level that is deemed to be viable in the locality and will help towards payment of the required infrastructure cost. The Authority will have to be open book in the infrastructure that is needed and have a clear delivery plan to ensure confidence from developers. It is likely that there will need to be in practice some form of viability test that would enable developers to renegotiate the level of tariff charged in particular circumstances, for example sites with significant contamination costs or where the developer is taking responsibility for the provision of infrastructure as part of their development.

The Government has consulted extensively on the potential of standard charges to secure developer contributions, including two formal consultations in 2001-02 and 2003-04. In addition, the Government consulted informally with key stakeholders during the summer of 2007 in the context of a decision on whether or not to proceed with PGS at this time. The Government concludes from those consultations, and the reaction to the announcement that it has decided to proceed with the CIL, that there is now a solid understanding of, and very broad consensus in favour of, the standard charging approach which the Government is now adopting.

Communities and Local Government is now working with the main developer and local government bodies to work out the best practical arrangements for the CIL. Communities and Local Government is establishing a Practitioners Group of individuals experienced in developing or implementing charging policies drawn from across the fields of local government, the development industry and members of relevant expert bodies such as the Royal Institute of Chartered Surveyors.

The Government will also be talking to local planning authorities and others about what help they need to implement the new regime effectively and fairly, and will consult stakeholders as the Regulations are developed. The UK Government announced the Planning Bill (England & Wales) received Royal Assent on 27 November 2008., The Department for Communities and Local

Government (DCLG) now needs to formally consult on the with a view to finalising them in Spring 2009. Regulations will need to be explicitly approved by the House of Commons before becoming law.

CIL forms part of a wider package of funding for infrastructure to support housing and economic growth. CIL cannot be expected to pay for the entire cost of infrastructure required, but it is expected to make a significant contribution.

The detail in relation to the setting and charging of a tariff has not yet been provided in any of the consultation documentation. It is understood that the key intention for CIL is to ensure that it is set at what is being referred to as the “Goldilocks” level. That is not too high to prevent development but not so low as to limit the return that the Council can receive from new development to help fund infrastructure. When reporting figures below we have worked on the basis of the **maximum level of tariff, given the land value used in the calculations**, which could be achievable. This is reported with the assumption that some process of discounting, especially considering the current economic climate, will apply for “special circumstances” where the payment of 100% of the set tariff would result in a specific development being unviable.

### Overview of Land Value

Research of the local land market for employment and residential uses has identified differences in demand, and therefore value, for land in differing locations around Huntingdon. This is particularly the case with residential land which is both affected by differing values in different locations within the district and also the different requirements for affordable housing.

A detailed explanation of the property market in the Huntingdonshire District has been provided in Chapter 5. However we have drawn out a few of the most relevant factors below to highlight at which point a viable tariff may be set. It should be noted that our research into the property market was undertaken between April and July 2008.

### Residential Land

Discussions with local land buyers and investigation into recent and historic land transactions suggests that land values for serviced residential land with planning over Huntingdonshire as a whole average in the region of £1m per acre.

Residential land values vary greatly across the district with a movement upwards in values the further south in the district you go, towards the key centres of Huntingdon, St Neots and St Ives. Our investigations have shown estimated land values of £900,000 for the Ramsey area, £1,000,000 per acre for the Huntingdon area, £1,000,000 for the Godmanchester area and £1,250,000 for the St Neots area. The differences in land values can be attributed to the transport links available in the southern part of Huntingdonshire, particularly the train link from London to St Neots and Huntingdon. In addition, the southern area has access to the A14 which accesses nearby Cambridge adding to its popularity for housing and therefore development.

One particular developer has recently acquired part of the site for the Loves Farm development near St Neots and, although the land buyer could not give exact values due to confidentiality, the price paid is believed to be in the region of around £1,250,000 - £1,300,000 per acre. It must be noted that the land was fully serviced with planning and ready for development and as such would command the highest values.

With regard to greenfield unserviced strategic land bought without permission on the basis of hope value it is understood that there is significant demand for this type of land and that developers are paying between a one third to one half of the full residential land value for land without permission i.e. £300,000 to £600,000 per acre.

Agents also commented that strategic land is also often bought through option agreements which offer initial values in the region of £30,000 - £50,000 per acre for the option with an agreement that the developers will take responsibility for promoting the land for development and would then pay 80%-90% of the land value less costs on permission being granted. However, evidence of these deals is difficult to find as they are often confidentially sensitive.

### Employment Land

Our investigations have found that employment land values are in the region of £350,000 - £500,000 per acre for serviced land in a good location, and between £250,000-£300,000 per acre for sites further away from the strong transport links in more rural locations. For unserviced land, agents commented that there would be a discount in land value to take account of the costs associated with servicing a site.

The prime employment areas are in the southern part of Huntingdon, the centres of Huntingdon, St Neots and St Ives. Each of these areas have strong road and rail transport links and have access to a significant workforce making them the most attractive areas for employment. Elsewhere there are sporadic employment areas, found where there is a strong road network/access.

The one significant transaction reported in 2008, is 'The Lakes', St Ives. The site of 17 acres, offering 13 developable acres, is believed to be transacting in the region of £350,000 per acre, based on the net developable area. The site is serviced land with planning permission. It should be noted that that for such a large landholding the per acre land value represents a quantum discount on the level that would be achieved on a smaller site.

Local agents added that there have been few significant employment land sales to note recently due firstly to a lack of supply and secondly to market uncertainty. One agent commented that he had had two employment land transactions fall through at the last minute in the past two months due to the state of the market. It is reported that a further deal fell through on an 19 acre employment site on the A14 near St Ives in December 2007. That said, due to the popularity of the A1 corridor for industrial/distribution occupiers, and the proposed road improvements in the area over the next five years agents were positive that the commercial market is in a reasonably strong position and that land values will be supported due to the limited supply.

### Development hectare approach and findings

The key to a successful tariff model is that it is affordable and viable in the marketplace so as not to prevent development being brought forward.

To provide an indication of the possible tariff level, we have initially used a single hectare development model to assess viability. This model assumes a single hectare of Greenfield land with no abnormal ground conditions which is developed for either residential or commercial use. The model works through the following calculation:

<b>Gross Development Value (GDV)</b>
<b>LESS</b>
<b>Cost of land</b>
<b>(including duty and fees)</b>
<b>LESS</b>
<b>Construction Cost</b>
<b>(including landscaping, contingency and professional fees)</b>
<b>LESS</b>
<b>Marketing costs for completed units (legal and agency fees)</b>
<b>LESS</b>
<b>Developers Profit</b>
<b>EQUALS</b>
<b>Development Surplus/ Deficit</b>

The Gross Development Value (GDV) is the calculation of the total income arising from all sales. In our appraisals for a residential scheme this includes both the sales of the private units and also the sales of affordable units to a RSL partner. Although developers are commonly required to provide land for affordable housing through the detail of the S106 our evidence has found that developers usually retain the responsibility for building the units and then transfer through contractual arrangements to the RSL partner on completion. As this is usual practice within the development market this is the approach that we have applied within our appraisals. When related to a commercial scheme the GDV is based on the investment value of the completed unit.

The sensitive inputs to the above calculation which directly affect viability are affordable housing requirements (in the case of residential schemes), sales values and build costs as these will vary across different localities. To some extent the added costs of professional fees, marketing and purchase costs and developers profit are standard and can be easily accounted for. The greatest area of sensitivity is the land value input to the calculation. When undertaking our appraisals to estimating the tariff level we have worked on the basis of undeveloped, greenfield sites sold without the benefit of planning permission. We have also applied a requirement for 40% affordable housing across the whole district and split this 70% / 30% between social rent and intermediate

ownership. Our appraisals have been calculated on the basis of land values ranging between £980,000 - £1.5m per hectare (£400,000 to £600,000 per acre) to reflect the differing value areas. This is in accordance with the approach that the tariff should be set at the highest viable point with the ability to negotiate if, due to specific cases, this would make a scheme unviable. It should be noted that should this land value be proven to be higher or lower as more detail is known then the tariff will change.

When considering our appraisals we have assumed clean development sites and applied market comparable rates in terms of sales values, build costs, land value and development timescales. We have also applied market standard rates in terms of profit margins and fees. Although these are less subject to change the inputs in terms of sales values, build costs and the timescale for development dependant on poor or strong market demand plus finance rates can have a significant effect on the viability of schemes. We have not explicitly modelled increased build costs in relation to additional costs arising from increases in sustainable design standards.

Subject to all of the variables described above, it is therefore difficult to apply a single levy across all areas which may have different demand levels and consequently different values. Likewise the availability of Housing Corporation grant support for affordable units when considering residential schemes is of key significance. The greater level of grant support and there are considerable uncertainties as to the likelihood of Housing Corporation grant support which may be available to developers. To assess these sensitivities we have carried out the appraisals on a number of different scenarios testing the primary variables of:

- Land value
- Sales values
- Housing grant support

These show the development surplus (i.e. spare cash available for levy contributions) or deficit (where the costs of development outweigh the GDV of the scheme). For example, in the instance where we have modelled residential schemes with low values and no housing grant support there is a resultant deficit. In the scenarios where there is a surplus, this is then divided by the number of units assumed within the development scheme to report a single sum per unit that may be charged without affecting viability. It should be noted that we have currently divided the sum for residential schemes by the total number of units (i.e. private sale and affordable). It is also possible to work on the basis that the tariff would be charged on private sale units only although research shows this is not common practice. We consider that as the charging of the tariff will be linked to planning permission that it will be calculated on the total number of proposed units and paid by the developer. It is not considered that the payment of tariff for affordable units would be passed on to a RSL partner/

We have also tested the potential for commercial development to support a tariff based charge. When considering the tariff for commercial schemes we have divided the surplus amount on the basis of a per square metre rate.

It should be noted that the economics of commercial development are lower especially as the employment types which the Local Authority are keen to promote are currently under represented in the area. The authority may wish to take a view therefore, particularly in the earlier stages of the plan period, on the amount of tariff placed on these schemes so as to improve its viability and therefore attractiveness to developers and occupiers.

Following on from the outcome of our theoretical appraisals as described above we have tested the robustness of our findings against residential schemes currently within the development pipeline where we have been able to gather exact evidence as to the purchase price paid for the land, the details of the planning permission and any existing S106 arrangements and the treatment of affordable housing. This has given some support to the figures outlined below. It should be noted however that the specific market conditions being experienced nationally at the present time would justify a discount on the tariff but only for the period in which the present conditions prevail.

### Potential Community Infrastructure Levy

It should be noted at the outset that the development of CIL is still at a very high level stage and offers almost as many questions as answers. The ability to set a single tariff which can be applied throughout a district at a level suitable to promote development and also maximise the possible returns to the Authority is challenging. Current commentators on the implementation of CIL are suggesting that discounts on generic land uses may be appropriate where there is a particular reason for the promotion of the development.

The schedule below sets out the outcome of our appraisals which demonstrates the varying levels of levy which may be achievable dependant on whether the development is residential or commercial in nature.

It should be noted however that the figures shown below will not be viable for all development within the district and it is likely that the Council will need some flexibility or process of discounting to deal with special cases. From experiences elsewhere the primary aim for the Charging Authority is to set a tariff at a level which is acceptable to the majority of the development pipeline and to be prepared to negotiate with those that are unable to pay in terms of viability.

Figure 10.19: Available Tariff per Unit - Residential

Tariff Amount	Low Value Area	Medium Value Area	High Value Area
	Maximum Viable	Maximum Viable	Maximum Viable
Residential	£5,000	£15,000	£20,000



Figure 10.20: Available Tariff per Unit - Commercial

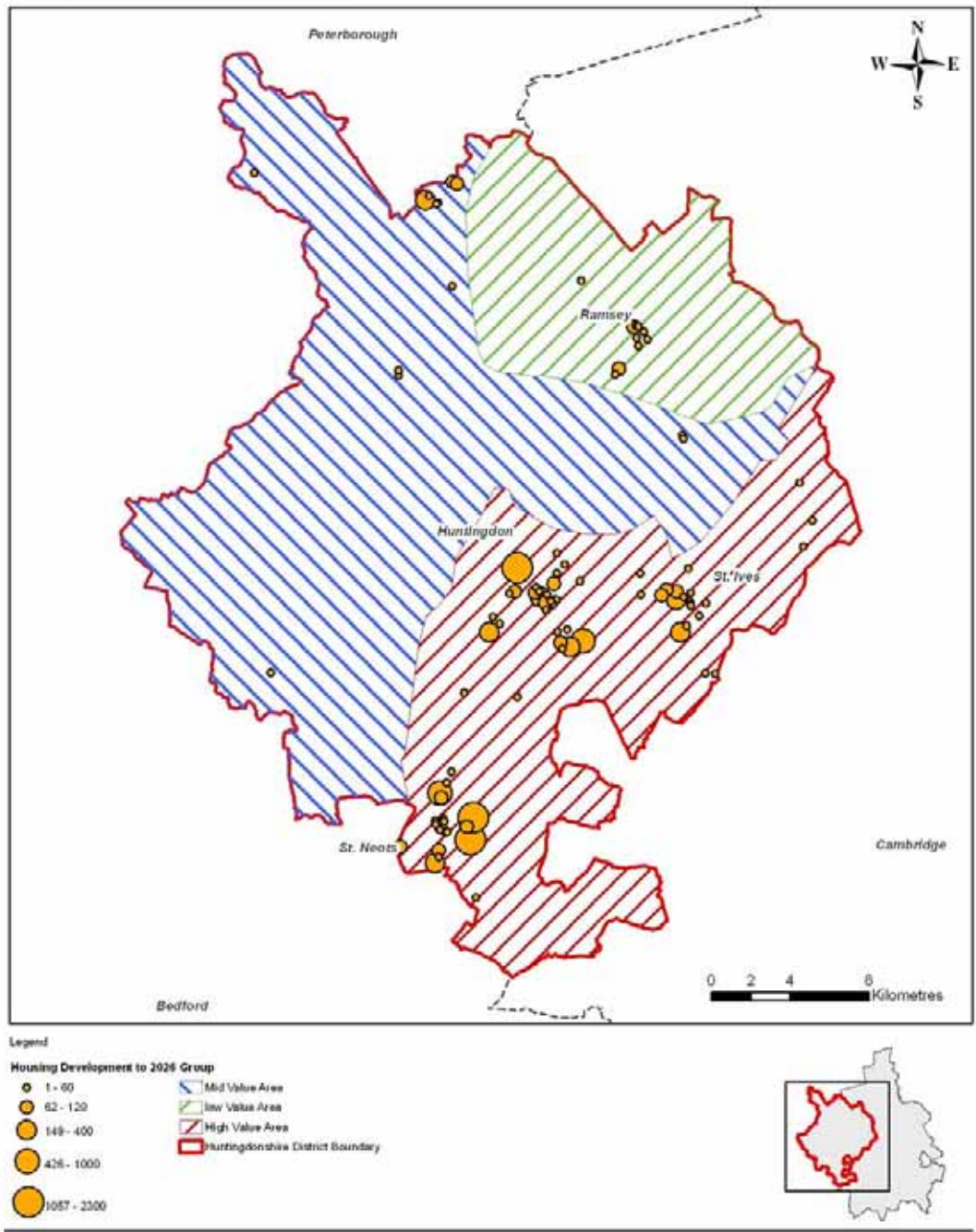
	Industrial	Office
Commercial	£21.50 - £43 per square metre (£2 – £4psf)	£32 - £54 per square metre (£3 - £5psf)

The figures reported above are calculated on the basis that grant support is available for all affordable development and therefore is the maximum tariff that may be available. It should be noted, however, that in terms of residential tariff levels although the Housing Corporation grant funding rules have changed in that grant cannot be assumed to be available in every case, our assumptions here have been subject to the involvement of Drivers Jonas' in-house affordable housing teams and therefore are as robust as can be at this early stage in the process.

It should also be noted that we have not allowed for any s106 costs (except affordable housing) within our single hectare model appraisal and have stripped out any S106 costs from the appraisals of schemes currently being developed. This is in accordance with the CIL proposals which suggest a single levy to allow for all the traditional S106 costs with the exception of only affordable housing (in terms of residential schemes) and on site works such as specific landscaping requirements.

Figure 10.1 below illustrates the estimations of Land Values across Huntingdonshire, the red area represents the highest value land, the blue the second highest value land and the green the lowest value land. This map has been generated on the basis of information collated during our research and represents a general idea of relative values. It must be noted that this map should only be taken as a guide as there are many factors that will affect the value of land on a site by site basis.

Figure 10.1: Estimations of Land Values across Huntingdonshire



Data Source: Ordnance Survey / EDAW / Huntingdonshire District Council

EDAW | AECOM

Map Source: © OS Crown copyright. All rights reserved 100022022.

© Last Updated: September 2008

### Total Tariff Contributions

As a rough estimate we have calculated the maximum level of grant that may be available to the charging authority related to the number of housing units proposed in the period 2008 – 2026. When considering the numbers reported the following issues must however be kept in mind:

1. The development market is undergoing significant change. If land values do not fall in line with sales values or the number of sales do not regain the strength of the market seen in the last 3 – 5 years then it is highly unlikely that these totals will be achieved.
2. The tariff amount is based on an assumption of “clean previously undeveloped land”. If the sites identified for development have issues in relation to contamination or underlying value arising from their previous use then it is unlikely that the tariff will be viable at the levels reported.
3. The tariff amount is calculated at the current time and refers to a simple number of units multiplied by the proposed tariff. There is no allowance for inflation of value or cost.

**Table 10.21: Summary of Units by Land Value Area and subsequent Total Tariff contributions – St Neots Low Scenario**

	Total Units (2008-2026)	Tariff (per unit)	Maximum Contributions (Grant)
High Value Land	9547	£20,000	£190,940,000
Mid Value Land	421	£15,000	£6,315,000
Low Value Land	399	£5,000	£1,995,000
Sites without Locations	396	£13,333	£5,279,868
<b>Total</b>	<b>10,763</b>		<b>£204,529,868</b>

**Table 10.22: Summary of Units by Land Value Area and subsequent Total Tariff contributions – St Neots High Scenario**

	Total Units (2008-2026)	Tariff (per unit)	Maximum Contributions
High Value Land	10367	£20,000	£207,340,000
Mid Value Land	421	£15,000	£6,315,000
Low Value Land	399	£5,000	£1,995,000
Sites without Locations	396	£13,333	£5,279,868
<b>Total</b>	<b>11,583</b>		<b>£220,929,868</b>

**Table 10.23: Phased summary of District Total Contributions**

	District Total Contributions (St Neots Low)	District Total Contributions (St Neots High)
2006-2011	£43,299,920	£43,299,920
2011-2016	£76,844,948	£76,844,948
2016-2021	£75,485,000	£75,485,000
2021-2026	£8,900,000	£25,300,000
<b>Total</b>	<b>£204,529,868</b>	<b>£220,929,868</b>

#### D. SUMMARY OF PROJECT COSTS VERSES INCOME

This local investment framework has presented a detailed account of the likely infrastructure projects which will be required to match the housing growth planned across Huntingdonshire up to 2026. The report has presented the likely cost of these projects over time, the public sector funding currently available to offset these costs and in the last section we have presented the likely additional income expected from developer contributions. Tables 10.24 to 10.26 below summarises the phased total figures for these stages.

Table 10.24: Summary of Costs versus Income – Strategic Infrastructure

Strategic Infrastructure	Strategic Infrastructure Project Costs	Strategic Infrastructure Project Funding	Initial Funding GAP	Contributions from outside HDC	Final Funding GAP
2006-2011	£708,061,500	£671,925,000	£36,136,500	£0	£36,136,500
2011-2016	£694,971,000	£689,875,000	£5,096,000	£0	£5,096,000
2016-2021	£150,000,000	£150,000,000	£0	£0	£0
2021-2026	£0	£0	£0	£0	£0
<b>Total</b>	<b>£1,553,032,500</b>	<b>£1,511,800,000</b>	<b>£41,232,500</b>	<b>£0</b>	<b>£41,232,500</b>

Table 10.25: Summary of Costs versus Income – Local Infrastructure (St Neots Low Growth)

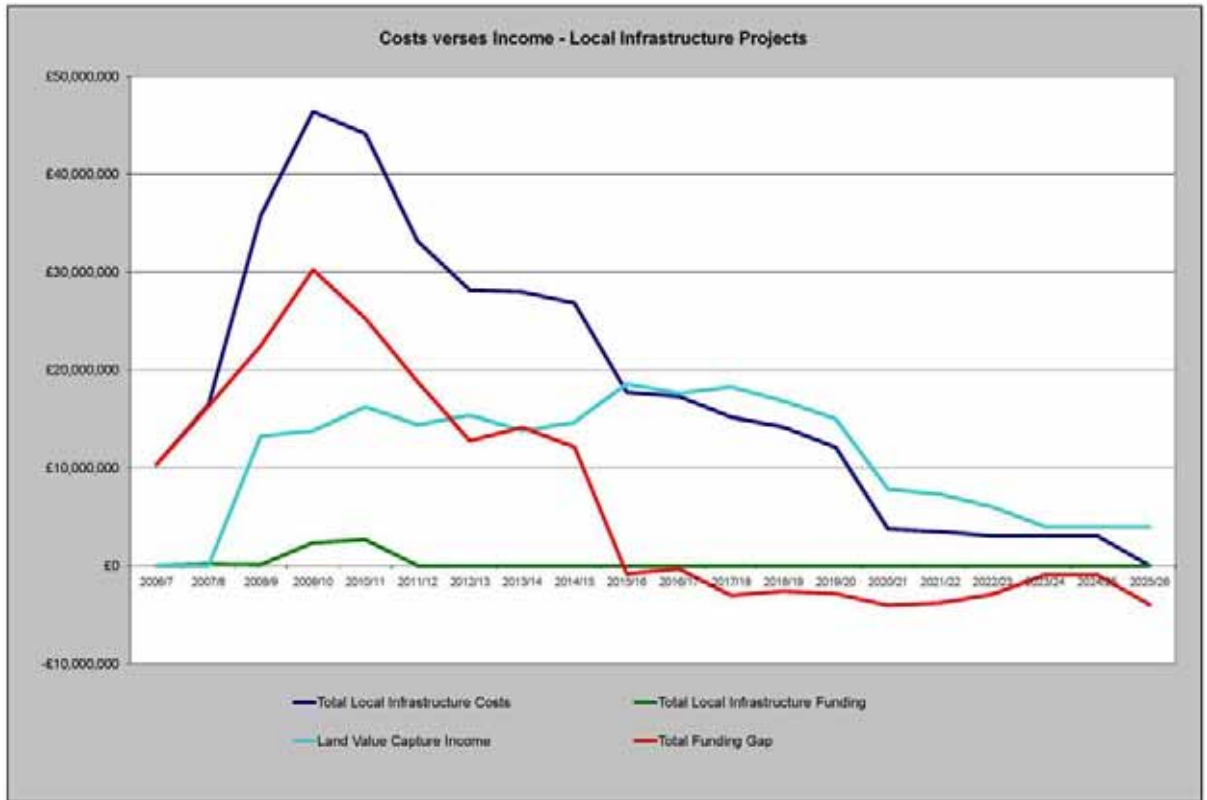
Local Infrastructure - St Neots Low Growth Scenario	Local Infrastructure Project Costs	Local Infrastructure Project Funding	Initial Funding GAP	Land Value Capture	Final Funding GAP
2006-2011	£153,227,156	£5,240,000	£147,987,156	£43,299,920	£104,687,236
2011-2016	£133,921,274	£0	£133,921,274	£76,844,948	£57,076,326
2016-2021	£60,124,587	£0	£60,124,587	£75,485,000	-£15,360,413
2021-2026	£4,963,983	£0	£4,963,983	£8,900,000	-£3,936,017
<b>Total</b>	<b>£352,237,000</b>	<b>£5,240,000</b>	<b>£346,997,000</b>	<b>£204,529,868</b>	<b>£142,467,132</b>

Table 10.26: Summary of Costs versus Income – Local Infrastructure (St Neots High Growth)

Local Infrastructure - St Neots High Growth Scenario	Local Infrastructure Project Costs	Local Infrastructure Project Funding	Initial Funding GAP	Land Value Capture	Final Funding GAP
2006-2011	£153,122,319	£5,240,000	£147,882,319	£43,299,920	£104,582,399
2011-2016	£133,871,264	£0	£133,871,264	£76,844,948	£57,026,316
2016-2021	£62,478,939	£0	£62,478,939	£75,485,000	-£13,006,061
2021-2026	£12,634,479	£0	£12,634,479	£25,300,000	-£12,665,521
<b>Total</b>	<b>£362,107,000</b>	<b>£5,240,000</b>	<b>£356,867,000</b>	<b>£220,929,868</b>	<b>£135,937,132</b>

As can be seen from the table above, having taken into account available funding and potential income from developer contributions this analysis indicates a potential remaining funding gap in the order of **£41,232,500** for the Strategic Infrastructure projects and between **£135,937,132** and **£142,467,132** for the local infrastructure projects. The larger gap for the local infrastructure projects is in fact for the lower housing growth scenario at St Neots as the increase in housing brings a larger income from developer contributions compared to the increase cost of local social infrastructure. Figures 10.2 on the following page illustrates the funding gap over time for local infrastructure projects. As can be seen the gap in funding is dominant in the early years of the 20 year timeline and in fact becomes negative after 2017.

Figure 10.2: Illustration of funding gap for Local Infrastructure Projects



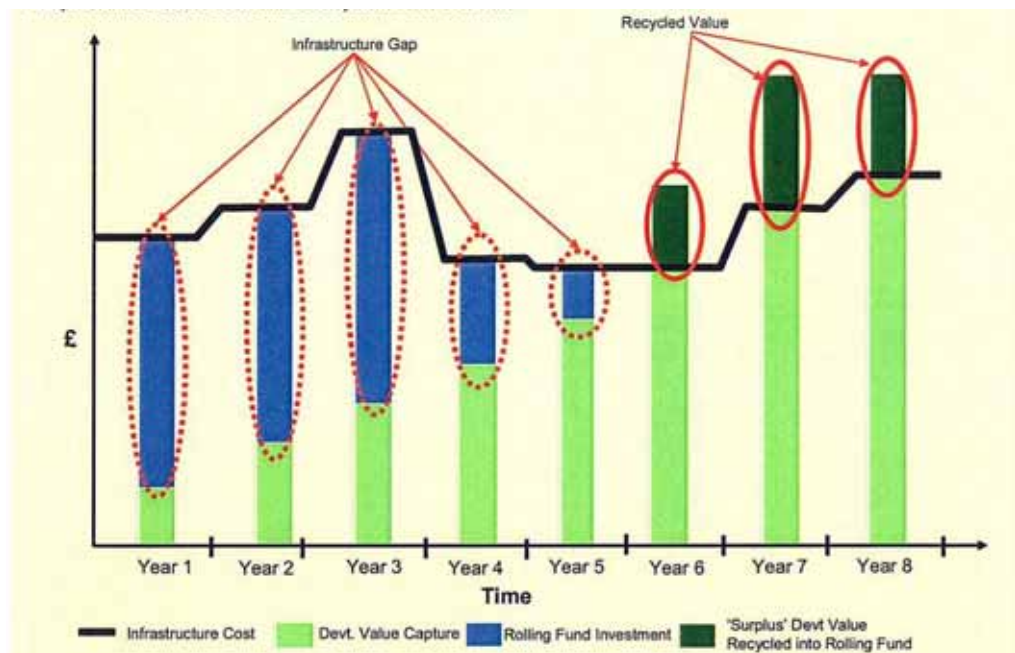
**E. FUNDING COORDINATION**

It is clear that there may be a real challenge in securing the private sector investment a) in the quantities required; and b) at the time infrastructure costs need to be met. Public sector investment is needed to respond to this, but in recognition that there are smarter means of investment may be required Cambridgeshire Horizons are investigating a Rolling Fund mechanism,

The rolling fund is a mechanism whereby the sub-region could use initial public money to pump-prime or forward-fund major infrastructure schemes in situations where the anticipated public/private funding for the scheme will not be available in full at the time when the infrastructure is needed to support planned development. The cost of the capital investment is subsequently recovered (either in full or partially) from public and private sector funding streams (e.g. S106 agreements or tariff payments) as they come forward and development values are realised.

A simplified example of how this might operate over the lifetime of development is shown below.

Figure 10.3: Example of Infrastructure Rolling Fund



Source: Cambridgeshire Horizons: Cambridge Sub-Region Long Term Delivery Plan

In essence, the Rolling Fund is a gap funding mechanism during the early years of development. As development gathers pace and value capture increases the 'surplus' is 'top-sliced' and recycled back into the Rolling Fund for it to deliver further infrastructure investment. Within the sub-region, work for Cambridgeshire Horizons has identified the following type of projects in which a Rolling Fund could play a key delivery role:

- Where significant upfront investment is required to construct access roads into major development sites to enable housing construction to commence;
- Higher education facilities required to support the sub-region which development contributions can part-support;
- Significant costs relating to the provision of Secondary and Primary schools on major development sites where trigger points necessitate that design, planning and development must commence prior to housing construction.

Cambridgeshire Horizons have already considered how a Rolling Fund might be taken forward in principle for the Southern Fringe and Northstowe areas. The role of the Market Towns contribution to growth in the sub-region is recognised<sup>1</sup> and the Local Investment Framework has indicated how Huntingdonshire has the potential to reach the RSS 2021 target of 11,200 units at the earlier date of 2016 and a reach a total of 13,950 homes by 2026. This is significantly above the 6,600 level of growth by 2021 that was anticipated for Huntingdon's Market Towns in Cambridgeshire Horizons Long Term Delivery Plan (LTDP).

The combination of a) exceeding the growth target, b) delivery earlier than projected and c) the levels of developer contribution projected for the district, mean that Huntingdon could make a significant contribution to a sub-regional Rolling Fund. There are clear benefits to HDC of such an arrangement as this will allow the District to access a larger pool of pump-priming funding which could be used to deliver early growth in the District and then effectively pay back this funding through future development receipts and public sector funding rounds.

However, any combination of Huntingdonshire funding sources into a sub-regional pool will require certain assurances:

- That HDC are represented on the governance arrangements for the Fund with proportional voting rights to identify and agree priorities for investment;
- That appropriate governance arrangements are established which will the requirements of the different public sector agencies; and
- That any cross-boundary funding (i.e. HDC collected funds delivering infrastructure in another authority as part of a sub-regional strategy) do not place at risk or delay the delivery of critical or necessary infrastructure for HDC growth areas.

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<sup>1</sup> Cambridgeshire Horizons: Cambridge Sub-Region Long Term Delivery Plan (LTDP) August 2008

In addition to the LTDP and Rolling Fund, Cambridgeshire Horizons are considering the use of a variable rate tariff for the sub-region<sup>2</sup>. In such a system different levels of tariff would be levied in different parts of the region, depending on the development economics of specific areas. The revenues could be pooled across the sub-region allowing for prioritisation of key sub-regional and local infrastructure investments, the cross-subsidisation of some projects, and procurement of infrastructure improvements. Early work for Cambridgeshire Horizons indicates four hypothetical ‘tariff bands’ ranging from £20,000 per unit to £5,000 per unit, which if applied equally to the level of development expected in the sub-region to 2021 could generate in the region of £200m.

This early analysis on a sub-regional tariff is being taken forward to:

- Update the LTDP to provide an evidence base of updated infrastructure requirements and local infrastructure delivery plans as a robust basis for the introduction of a tariff;
- Establish tariff levels based on the development economics of each part of the Cambridge sub-region and agree and establish what proportion of the tariff would be directed to Cambridgeshire Horizons for investment and how this cash would be collected; and
- Undertake consultation on the variable tariff mechanism and secure buy-in.

The work undertaken to prepare the Huntingdonshire Local Investment Framework can make a significant contribution to these next steps as it is an evidence base of infrastructure requirements, costs and funding assumptions and has assessed the potential for developer contributions through market and appraisal assessments. HDC are therefore in a strong position to help and potentially benefit from the sub-regional tariff discussions.

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<sup>2</sup> ‘Growing Cambridgeshire’ Towards a Variable Rate Infrastructure Tariff. July 2008

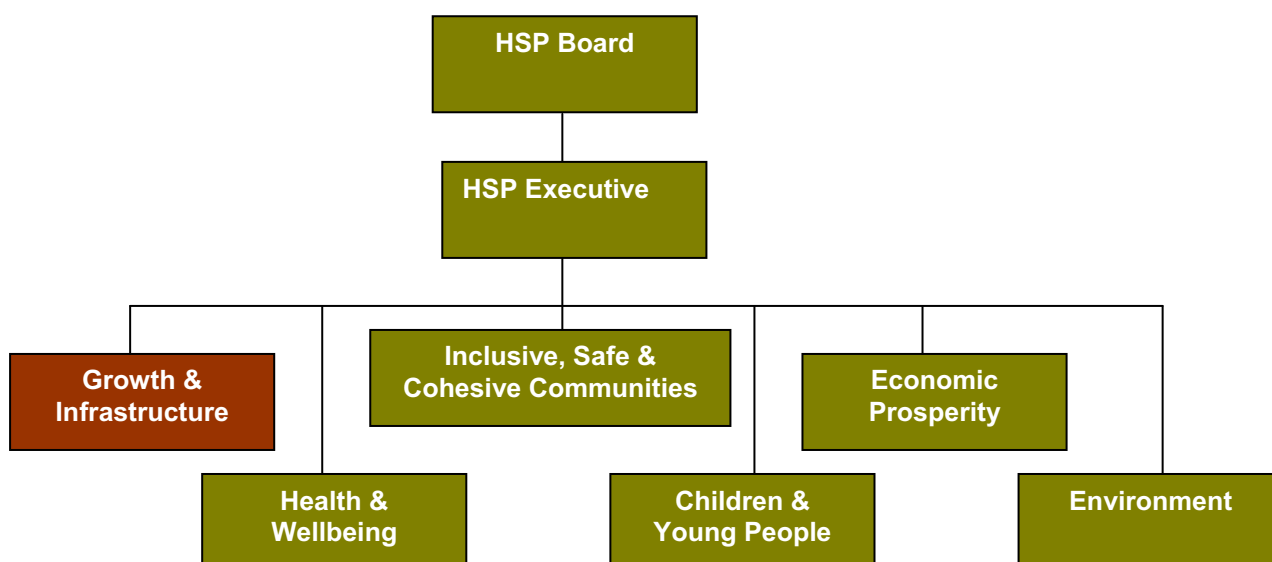


**F. ONGOING MANAGEMENT**

The scale of growth planned for Huntingdonshire will generate a series of complex organisational challenges that HDC and the infrastructure providers will need to address. Experience from other growth areas suggests that well developed and defined mechanisms for decision making and delivery are critical in demonstrating the growth targets can be met and therefore justify public and private sector funding.

The current governance and support arrangements in HDC are focussed on the Growth and Infrastructure Group of the Huntingdonshire Strategic Partnership. The growth and Infrastructure Group is the Project Board for the Huntingdonshire Local Investment Framework (LIF) and, as such, are charged with co-ordinating the delivery of the infrastructure necessary to support the growth framework.

**Figure 10.4: Illustrative Structure of the Huntingdonshire Strategic Partnership**



The Growth and Infrastructure Group includes representatives from the HDC’s service departments, CCC Education and Transport departments and NHS Cambridge and is supported by staff from HDC’s Democratic Services, Planning and Regeneration departments. As required the Group will bring in representatives from the Environment Agency, Utility companies and Emergency Services.

The terms of reference for the Growth and Infrastructure Group include:

- To support and co-ordinate, as appropriate, the strategic growth and infrastructure development for Huntingdonshire, through the delivery of actions relating to key plans including the Local Investment Framework;
- To act as Project Board for the delivery of the Investment Framework for the District;
- To ensure the co-ordination and delivery of the growth and infrastructure elements of the Huntingdonshire Sustainable Community Strategy; and

- To ensure stakeholders have engaged in the process of strategy development and implementation on growth and infrastructure related issues.

The challenge to adopt a co-ordinated and phased approach to infrastructure provision and growth trajectories are being addressed by local authorities in all the growth areas and growth point towns and the emerging solutions vary depending on the different set of issues and objectives and they operate within range of political frameworks. Consequently although there are no 'one size fits all' approaches to the management and coordination of growth delivery, there are common key messages:

- Strong cross-authority coordination and organisation has a strong and direct effect on the ability to attract Government Funding.
- The approach to developing initiatives should be collaborative with significant and regular working between organisations and the District/County at Officer and Chief Officer levels. The approaches allow growth issues to be approached on a sub-regional basis and encourage comprehensive solutions to move forward.
- Considerable time is required to keep political members informed with the Chief Officers playing a vital role in this process and facilitated by core delivery staff.
- The role of and frequency of contact between Senior Officers and Chief Officers in heading off issues and "squaring off" local and sub-regional issues should not be underestimated in making this approach work.
- The use of a standard charge/tariff system is crucial to demonstrate openness and transparency of Section 106 requirements and certainty that the infrastructure will be provided as the growth trajectories are delivered.
- Delivery Boards made up of the key delivery agencies and infrastructure providers are successful in ensuring that all stakeholders take ownership for delivering growth projects and monitoring success into the future.
- Organisational structures need to have a degree of flexibility to be able to respond to changing circumstances e.g. administrative changes, new statutory requirements and different planning mechanisms (i.e. Community Infrastructure Levy).

In response to these key messages and parallel work underway at the sub-regional level there are a series of tasks and activities that need to be appropriately delegated, resourced and undertaken by HDC and the Growth and Infrastructure Group. Chief Officers and Members should, as matters of urgency consider the best arrangements for undertaking these and ensuring they are appropriately resourced. An initial assessment identified the following tasks and activities that require imminent and ongoing resource allocation:

At the HDC level:

- Management and updating of the Infrastructure Delivery Model;
- Coordination of infrastructure and service delivery asset management plans and delivery strategies;
- The development of binding agreements with organisations such as the Environment Agency, NHS Cambridge and the Utility companies to

ensure the required infrastructure is provided in a timely and appropriate manner;

- Management of existing growth related studies and commissioning of any future studies;
- Further development and implementation of the tariff proposals, potentially including the preparation of a CIL charging strategy and subsequent consultation and examination;
- Performing the role of honest broker in furthering the HDC growth agenda;
- Preparation of bids for funding, including Growth Area Funding and the distribution, monitoring and management of that funding; and
- Prioritisation of Growth Area Funding

At the Cambridgeshire sub-regional level:

- Maintaining relationships with sub regional agencies to ensure the compliance with the sub-regional agenda;
- The planning, monitoring and management of housing growth targets and completions sub-regionally;
- Liaison with Cambridgeshire Horizons to update the Long Term Delivery Plan using the results from the LIF;
- Liaison with Cambridgeshire Horizons on the sub-regional variable rate tariff proposals using the appraisal information contained within the LIF;
- Preparation of sub-regional bids for funding and the distribution, monitoring and management of that funding; and
- Liaison with Cambridgeshire Horizons on the development of the ‘banker role’ including the potential Rolling Fund and the governance and control arrangements for managing the Fund.



# 11. Infrastructure Delivery model Overview

## MODEL OVERVIEW

EDAW have constructed an Infrastructure Delivery Model (IDM). This IDM essentially brings together all of the key outputs from the Local Investment Framework process enabling a Cost/Income Analysis of the identified Strategic and Local Infrastructure projects recommended to support the potential housing growth up to 2026.

The purpose of this model is to provide HDC with a flexible analysis model which can be updated and refined as project uncertainties are clarified over the coming months. The Model is a Microsoft Excel Project which is designed on a multiple stage approach as follows:

- A detailed housing trajectory (for both Low and High St Neots growth scenarios) – This is detailed to site level and also summarised under the following themes:
  - by development status
  - by HDC SPA
  - by LIF Analysis Area
  - by land value area
- A Plan, Monitor, Manage summary of past and project housing completions against strategic allocations.
- A diagram illustrating the Plan, Monitor, Manage summary.
- Detailed lists of all Strategic and Local Infrastructure projects by area and by infrastructure type including an overview of project details and estimated total project costs
- A summary of the Infrastructure costs detailed on the previous pages and estimation of time frames these projects will be delivered.
- A detailed phased costing of the infrastructure costs over the project timeline
- An examination of potential funding sources for each of the infrastructure projects
- A detailed phased funding source to meet the infrastructure costs over the project timeline
- A page enabling HDC to enter any sub region negotiated contributions towards strategic infrastructure projects which will benefit other local authorities other than Huntingdonshire.
- A land value capture exercise utilising the earlier housing trajectory and estimated tariff generating a total developer contribution across the project timeline for each Local Area
- A land value capture summary for the District as a whole
- An Area Specific and Project Type specific Cost Summary Page

- A cost / Income analysis sheet pulling together the analysis from the IDM and summarising the potential funding deficit across each of the Infrastructure themes and project phases.
- A summary page to conclude the IDM analysis
- A local infrastructure funding graph to illustrate the infrastructure costs, funding streams, developer contributions and the outstanding funding gap, from the present to 2026
- A strategic infrastructure funding graph to illustrate the infrastructure costs, funding streams, developer contributions and the outstanding funding gap, from the present to 2026

HDC will be issued a copy of the Microsoft Excel model with the Local Investment Framework Final Report. Screen shots of the LIF IDM are included within Appendix H.